

# KENILWORTH NEIGHBOURHOOD PLAN

2011-2029

## BASIC CONDITIONS STATEMENT

Published by Kenilworth Town Council under the Neighbourhood Planning (General) Regulations 2012

## 1. INTRODUCTION

1.1 This statement has been prepared by Kenilworth Town Council ("the Town Council") to accompany its submission of the Kenilworth Neighbourhood Plan ("the Neighbourhood Plan") to the local planning authority, Warwick District Council ("the District Council"), under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 ("the Regulations").

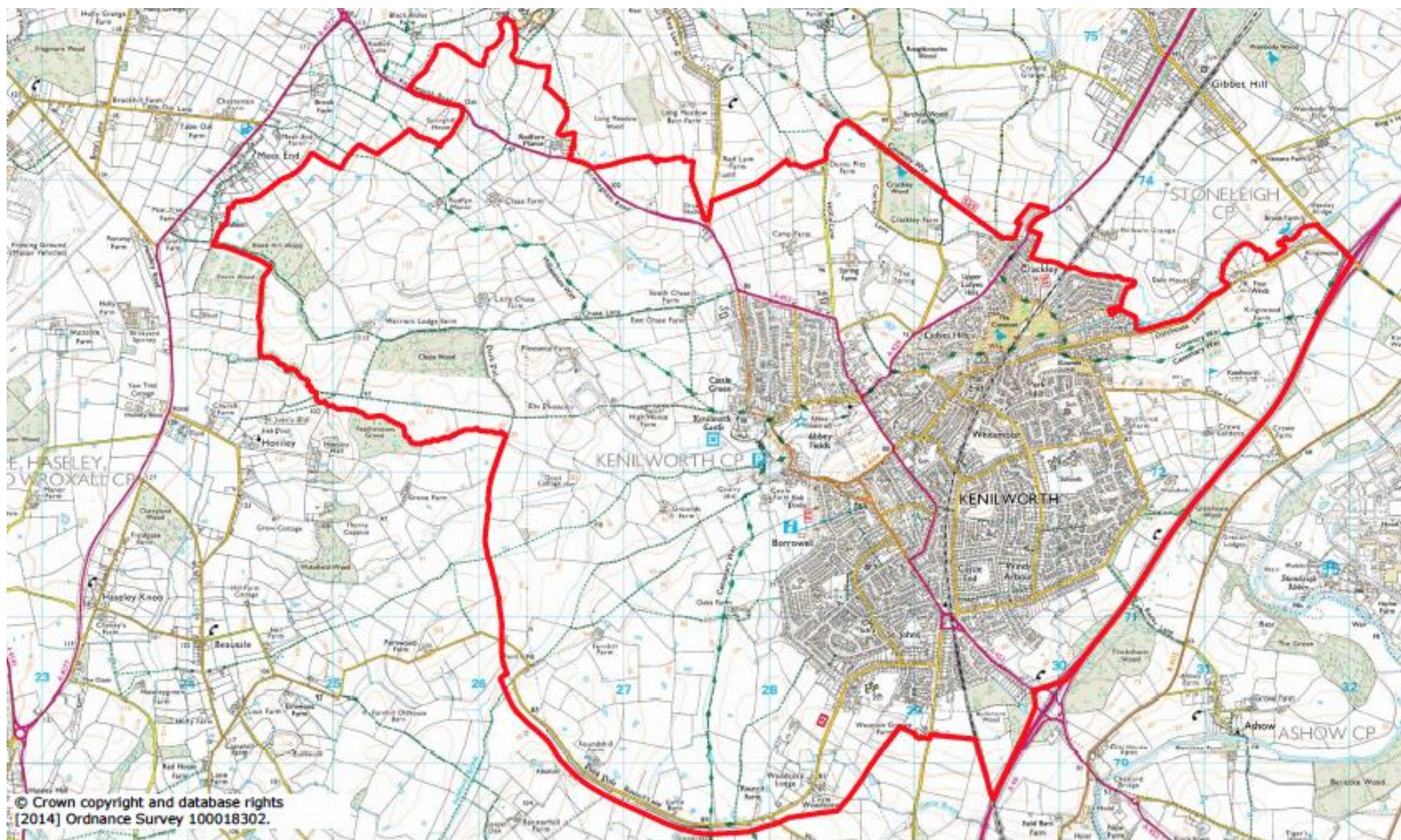
1.2 The Neighbourhood Plan has been prepared by the Town Council, a qualifying body, for the Neighbourhood Area, which coincides with the boundary of the Town of Kenilworth and which was designated by the District Council in August 2015.

1.3 The policies described in the Neighbourhood Plan relate to the development and use of land in the designated Neighbourhood Area. They do not relate to 'excluded development', as defined by the Regulations. The plan period of the Neighbourhood Plan is from April 2011 to March 2029, which corresponds with the plan period of the Warwick District Council Local Plan adopted in September 2017.

1.4 The statement addresses each of the four 'Basic Conditions' required of the Regulations and explains how the submitted Neighbourhood Plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Town & Country Planning Act.

1.5 The Regulations state that a Neighbourhood Plan will be considered to have met the conditions if:

- Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Neighbourhood Development Plan,
- The making of the Neighbourhood Development Plan contributes to the achievement of sustainable development,
- The making of the Neighbourhood Development Plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),
- The making of the Neighbourhood Development Plan does not breach, and is otherwise compatible with EU obligations.



Plan A: Kenilworth Designated Neighbourhood Area

## 2. BACKGROUND

2.1 The decision to proceed with a Neighbourhood Plan was made by the Town Council in 2015 following on from its work on preparing the Kenilworth Town Plan. The key driver of this decision was the advent of the neighbourhood planning system during the preparation of the Town Plan and a sense of wanting to plan positively for the future of the Town through a formal planning document, with the encouragement of the District Council. The recently adopted Local Plan contains a series of significant proposals for the town, including the release of Green Belt land for a major extension to the east of the town. The Town Council considered having a Neighbourhood Plan would improve the way in which those development proposals could be managed successfully and integrated into the Town.

2.2 A steering group was formed comprising the residents and Town Council representatives. The group has delegated authority by the Town Council to make day-to-day decisions on the preparation of the Neighbourhood Plan. However, as the qualifying body, the Town Council approved the publication of the Pre-Submission plan in March 2017 and the submission documents in March 2018.

2.3 The Town Council has consulted local communities extensively over the duration of the project. It has also worked closely with officers of the District Council since the start of the project to collate and examine the evidence base, to design and iterate policy proposals and to define the proper relationship between the Neighbourhood Plan and the new Local Plan. The outcome of that work is the submission version of the Neighbourhood Plan.

2.4 The Neighbourhood Plan contains 22 land use policies, the majority of which are place-specific and are therefore defined on the Policies Map. The Plan has sought to avoid containing policies that duplicate other development plan or national policies that are already being used to determine planning applications. The policies are therefore a combination of site-specific allocations or other proposals and of development management matters that seek to refine and supplement the new Local Plan policies.

### **3. CONFORMITY WITH NATIONAL PLANNING POLICY**

3.1 The Neighbourhood Plan has been prepared with full regard to national policies as set out in the National Planning Policy Framework (NPPF) and is mindful of the Planning Practice Guidance (PPG) in respect of formulating Neighbourhood Plans. In overall terms, there are four NPPF paragraphs that provide general guidance on neighbourhood planning, to which the Neighbourhood Plan has directly responded:

#### Para 16 and 183

3.2 The Town Council believes the Neighbourhood Plan is planning positively to support the strategic development needs of the District, as framed by the new Warwick District Council Local Plan, by focussing on access and movement across the town to accommodate major spatial changes ensuring it is supporting economic and community development in the Town. The Plan represents a vision, objectives and policies for the Town that reflect the desires of the majority of the local community for the kind of place that the Town should remain and how it may change for the better in coming years.

#### Para 184 and 185

3.3 The Town Council believes the policies of the Neighbourhood Plan are in general conformity with the relevant strategic policies of the development plan and plans positively to support them. It focusses on site-specific policies allocations or proposals that translate the general requirements of the development plan for the district into a local context for the Town.

**Table A: Neighbourhood Plan & NPPF Conformity Summary**

No.	Policy Title	Commentary
Site-based Policies		
KP1	Town Centre	The policy contains a number of site-specific proposals that together are aimed at enabling the town centre to serve a larger local population in the coming years which reasserts the social, cultural and economic value and importance of the town centre (§23). The Smalley Place allocation is a high profile opportunity to improve the cultural life of the growing town (§70) as a core part of the town centre. The policy also proposes a small extension to the primary frontage policy boundaries to incentivise further town centre development and it establishes the importance of car parking spaces to serve the growing population, from which it seeks to capture the custom, by encouraging proposals for additional parking (§40). As part of this package of measures, the policy draws attention to the Kenilworth Design Advice on shopfronts (§58) and encourages development proposals to plan for effective traffic management to create a pleasant and attractive town centre environment.
KP2	Station Road	This policy identifies Station Road as an important opportunity for development to enhance this physical connection between the Town Centre with the new railway station. It will therefore help improve the attractiveness of the Town Centre (§23) and promote the use of the station (§35), as well as improve the quality of the local residential environment (§58).
KP3	Warwick Road Special Policy Area	This policy identifies an important link between major housing development areas of the town to its east and south with the Town Centre and encourages commercial, business and hotel development to strengthen its role as a main thoroughfare (§23). These uses are not incompatible with adjoining residential uses but the policy requires that special attention is paid to design (§55) and heritage effects (§126), given the listed buildings and parts of the Conservation Area that lie within the Special Policy Area.
KP4	Land East of Kenilworth	This policy establishes the key development principles for the planning and delivery of new development of 1,400 new homes and 8 Ha of business land to the East of Kenilworth. Its intent is to detail the key opportunities and strategic constraints of the sites to inform a high level illustrative concept plan (§58). There is an evidenced local interest in self-build and custom build homes and the policy seeks to reflect this local demand (§50). The policy requires the provision of a distinct area at Thickhorn for B1 and suitable B2 business uses only and directs access to the strategic highway network (§21). It does not entirely rule out

		B2 uses but should ideally be ancillary to B1 uses. The policy also requires the provision of land to enable the relocation and consolidation on one site of Kenilworth School and land on the northern edge has been earmarked for that purpose (§38). There is a requirement for a new local centre which will serve to reduce isolation and if services are offered there for the use of whole town, it will increase the integration of the new development with the existing town, without increasing traffic flow into the town centre and without increasing any demand for car parking space in the centre (§38). The policy also sets out a number of proposals to deliver a green corridor, functioning as a linear route, which will also serve to protect existing green infrastructure and provide further green infrastructure (§70). The policy also requires the creation of a soft edge along Crewe Lane, protection of residential amenity on existing development along Leamington Road, Glasshouse Lane, Birches Lane, an environmental strategy to deliver a net biodiversity gain (§109), and the conservation and enhancement of heritage assets (§126). Finally, the policy requires a phasing plan and delivery strategy to enable self-contained phases of development.
KP5	Kenilworth School Sites	The policy contains site-specific proposals for the redevelopment of existing education sites at Leyes and Rouncil Lane that will become available due to the provision of new education uses on Land East of Kenilworth. It seeks to address the loss of the community element this facility provides, the provision of new public open space and play facilities and connecting the sites with existing facilities (§58).
KP6	Land East of Warwick Road – Housing & Sports Facilities	The policy seeks to establish a layout for the site that considers the different characters of each area and preserves the openness of Green Belt land (§89), connect the sites appropriately with the requirement to provide vehicular, cycle and pedestrian access (§58), and creating opportunity to minimise the development's impact on and enhance biodiversity through the submission of an ecological report evidencing this (§109).
KP7	Abbey Fields	This policy seeks to preserve and enhance the natural (§109) and historic environment (§126).
KP8	Castle Farm	This policy sets out site-specific proposals to enable the relocation of an existing sports club in the town. It seeks to preserve the openness of, and further incursion into, Green Belt land (§89) and sets out the necessary provisions to be delivered on site to minimise the effect on existing amenities (§58).
Traffic and Transport Policies		
KP9	Traffic	This policy reflects local concerns regarding traffic and starts to address this with major encouragement to use alternative means of transport, by giving priority to pedestrians, cyclists, mobility scooters, prams, pushchairs and public transport and a standard 20mph speed limit on new residential roads (§35). The policy also seeks to contribute to air quality management by requiring changes and additions to the existing road system to evidence

		that such changes would assist traffic flow (§109).
KP10	Cycle Routes	This policy promotes the creation of new cycle routes in the town to encourage cycling as a means of travel for leisure, commuting and some convenience shopping trips by supporting proposals that enable this (§35).
KP11	Connecting the Castle to the Town	This policy seeks to encourage and enable proposals that create opportunities to increase the proportion of visitors to the Castle that also walk to the nearby Town Centre, so that the town secures greater economic value from its national heritage standing (§131).
KP12	Footpaths	This policy seeks to ensure that the provision of footpaths in new development schemes enables safe and convenient access from the scheme to its surroundings (§35).
KP13	Parking Standards	This policy sets out the standards required of planning applications for providing off street car parking (§39) and requires the installation of EV rapid charging infrastructure (§35).
Design and Heritage Policies		
KP14	General Design Principles	This policy sets out robust and comprehensive criteria for the quality of development that will be expected in Kenilworth and defines Character Areas in Kenilworth (§ 58).
KP14A-KP14S	Design Management in specific areas	This policy sets out robust and comprehensive criteria for the quality of development that will be expected in specific Character Areas in Kenilworth (§ 58).
KP15	Local Heritage Assets	This policy identifies those buildings and structures in the town that have local historic and/or architectural value but have not yet warranted formal national listing status as 'non-designated heritage assets' and seeks to ensure that planning applications pay attention to the significance of these assets (§135).
KP16	Environmental Standards of New Buildings	This policy seeks to encourage applicants to incorporate the highest environmental standards of building design and performance by encouraging proposals to adopt Passivhaus or similar building standards (§110).
Economic Development Policies		
KP17	Industrial Estates	This policy proactively plans to redevelop Farmer Ward Road and Prince's Drive Industrial Areas to address the current inefficient use of the land on the existing sites and requires proposals at Farmer Ward Road to include the provision of a dedicated car park for users of the railway station (§21). It also encourages a comprehensive redevelopment of the Common Lane Industrial Site that is no longer required for employment (§22).
KP18	Tourism	This policy encourages visitor accommodation in three locations in the town that are best suited to this purpose to enable the town to boost the economic value of tourism (§23).
Social & Green Infrastructure Policies		
KP19	Green Infrastructure	This policy seeks to protect existing green infrastructure and public open space from loss or harm (§109).
KP20	Local Green Space	This policy identifies an important green space (§ 76) to be protected from development by its designation as a Local Green Space (§ 77).



KP21	Street Trees	This policy acknowledges the important role that mature trees play in defining the essential character of the street scene in many parts of the town and seeks to protect this identity by requiring proposals to avoid or minimise the loss of mature trees or requires the provision for replacements (§58).
KP22	Flooding	This policy seeks to avoid inappropriate development in areas at risk of flooding, increasing flood risk elsewhere and requires all development to utilize Sustainable Urban Drainage Systems (§100).

## 4.CONTRIBUTING TO ACHIEVING SUSTAINABLE DEVELOPMENT

4.1 The District Council issued a Screening Opinion that concluded there would be no need for the Plan to be accompanied by a Strategic Environmental Assessment under the EU Directives 42/2001 and the 2004 Environmental Assessment of Plans and Programmes Regulations (see Section 6).

4.2 As the Town Council did not consider that a formal Sustainability Appraisal would be necessary to demonstrate that the Plan will contribute to the achievement of sustainable development, this basic condition is addressed in Table B below. The potential of the Plan to have social, economic and environmental effects – positive (+), neutral (0) and negative (-) – is assessed for each of its policies, together with a summary commentary.

<b>Table B: Neighbourhood Plan &amp; Sustainable Development</b>					
<b>Policy</b>		<b>Social</b>	<b>Economic</b>	<b>Environ</b>	<b>Commentary</b>
<b>Site-based policies</b>					
KP1	Town Centre	+	+	+	The policy will have positive social, economic and environmental effects. It allocates land for a new Town Arts Centre and Hall and upgrading of medical facilities to serve the local growing population. It makes some minor changes to the town centre frontage policy boundaries and makes provision of a two-storey car park to encourage greater economic activity. It also promotes the improvement of the appearance of the Town Centre and the improvement of air quality.
KP2	Station Road	0	+	+	The policy will have positive economic and environmental effects by encouraging a stronger link for pedestrians and cyclists between the Town Centre and new railway station. It will also improve the quality of the immediate environment.
KP3	Warwick Road Special Policy	0	+	0	The policy will have a positive economic effect by encouraging

	Area				the growth of A2/A3, B1 and hotel uses on this key route between the housing growth points and the town centre. It is a highly accessible route and will complement the town centre offer. It requires attention is paid to the design of schemes and to heritage matters, to avoid negative environmental effects.
KP4	Land East of Kenilworth	+	+	0	The policy will have a positive social effect in that it provides educational and community facilities to serve the large development that has been allocated for this area. It also sets out appropriate commercial uses to suit the area and appropriate connection to the strategic highway network that will result in a positive economic effect. The policy will have a neutral environmental effect by offsetting the loss of green fields in the Green Belt to development by establishing strong green infrastructure principles and through design and layout preferences and requires an environmental strategy to meet biodiversity objectives.
KP5	Kenilworth School Sites	+	0	+	The policy will have a positive social effect in supporting the redevelopment of the existing education sites at Leyes Lane and Rouncil Lane for new homes and in seeking to secure new community facilities as well as improving links to local facilities. As both sites are already developed (and cause significant traffic movements in their local areas), there will be a positive environmental effect.
KP6	Land East of Warwick Road – Housing & Sports Facilities	+	0	0	The policy will have a positive social effect in supporting new homes and enabling the relocation of sports/recreation facilities from other locations in the town. The environmental mitigation measures will lead to a neutral environmental effect from development on former Green Belt land.
KP7	Abbey Fields	+	0	+	The policy will have positive social and environmental effects in maintaining the delicate balance between the recreational and biodiversity value of the site.
KP8	Castle Farm	+	0	0	The policy will have a positive social effect in supporting new

					sports uses and a neutral environmental effect by reconciling the challenges of intensifying the leisure use of the land that will remain in the Green Belt.
<b>Traffic &amp; Transport Policies</b>					
KP9	Traffic	+	0	+	The policy will have positive social and environmental effects by requiring major developments to give priority to pedestrians, cyclists, mobility scooters, prams, pushchairs and public transport, new residential roads to be designed to a 20mph standard, and assist traffic flow. It is not considered such provisions will cause economic harm but will improve residential amenity, especially in the vicinity of the main road network.
KP10	Cycle Routes	+	0	+	The policy will have positive social and environmental effects in promoting the creation of new cycle routes in the town to encourage cycling as a means of travel for leisure, commuting and some convenience shopping trips.
KP11	Connecting the Castle to the Town	0	+	0	The policy will have a positive economic effect in promoting connectivity between the Town Centre and the Castle to secure greater footfall from the Castle into the town centre. It avoids the potential for a negative environmental (heritage) effect by requiring proposals to have special regard to their design in that respect.
KP12	Footpaths	+	0	+	The policy will have a positive social effect in promoting the expansion of footpaths, and where possible, shared use with cyclists. By encouraging non-car trips in the town, the policy will also have a positive environmental effect.
KP13	Parking Standards	+	0	0	The policy will have a positive social effect in managing residential amenity successfully, but will avoid a negative environmental effect by focusing on the successful management of parking space rather than encouraging the use

					of private cars in a town of high car ownership levels.
<b>Design and Heritage Policies</b>					
KP14	General Design Principles	0	0	+	These policies will have a positive environmental effect in guiding the future standards of design to reflect the specific characteristics of the Town and the distinct character areas if its Conservation Area.
KP14A-KP14S	Design Management in specific areas				
KP15	Local Heritage Assets	0	0	+	The policy will have a positive environmental (heritage) effects by identifying buildings of local historic and/or architectural value.
KP16	Environmental Standards of New Buildings	0	0	+	This policy will have a positive environmental effect by encouraging Passivhaus or similar building standards.
<b>Economic Development Policies</b>					
KP17	Industrial Estates	+	+	0	This policy will have positive social and environmental effects by encouraging mixed use redevelopment of older industrial estates to deliver new homes and to improve the appearance of the sites. The Farmer Ward Road site has the potential to support the new railway station by providing additional car parking, thus reducing the need for out-commuting using cars. A negative economic effect is avoided by requiring the re-provision of business floorspace in the schemes.
KP18	Tourism	0	+	0	This policy will have a positive economic effect by encouraging visitor accommodation in three areas most suited to this purpose to add more economic value as the town grows and requires the improvement of the tourist experience through signage and advertisements.

Social & Green Infrastructure Policies					
KP19	Green Infrastructure	0	0	+	This policy will have a positive environmental effect by protecting the green infrastructure in the area and will contribute to a wide range of ecosystem services and protect biodiversity in both rural and urban settings.
KP20	Local Green Space	0	0	+	This policy will have a positive environmental effect in protecting an important area of open land from inappropriate development that would destroy its character.
KP21	Street Trees	0	0	+	The policy will have positive environmental effect as the presence of many mature trees in the street scene in many parts of the town helps define its essential character.
KP22	Flooding	0	0	+	This policy will have a positive environmental effect reducing flood risk in the area by encouraging development which reduces the risk of flooding, resisting development that would increase the risk, and requiring developments to utilize Sustainable Urban Drainage Systems.

4.3 Not surprisingly, given the close relationship between the Neighbourhood Plan and new Local Plan, the overall assessment indicates the potential for many positive effects across the three sustainability themes. In respect of the place-specific policies – notably KP4–KP6 – it is the Local Plan that made the strategic allocations and released two of the sites from the Green Belt. The Neighbourhood Plan complements those policy decisions by setting out more detailed policies to accentuate their potential for positive effects and to ensure the potential for negative effects is effectively mitigated. Taken together with other policies that are intended to help integrate this scale of change into the fabric of the town – notably KP1-KP3 – the Neighbourhood Plan will complement the Local Plan in securing a sustainable pattern of the development, in what will be a considerable period of change for the town.

## **5. GENERAL CONFORMITY WITH THE STRATEGIC POLICIES OF THE DEVELOPMENT PLAN**

5.1 The Neighbourhood Plan has been finalised to ensure its general conformity with the development plan for the District, that is the Warwick District Local Plan 2011-2029 which was adopted in September 2017. The Town Council has anticipated the adoption of the new Local Plan during the preparation of the Neighbourhood Plan and has reviewed all its policies to ensure they can now be assessed in terms of their 'general conformity' with the new Local Plan.

5.2 The new Local Plan helpfully defines seven specific strategic policies with which the Neighbourhood Plan policies must be in 'general conformity'. These policies are:

### DS1 – Supporting Prosperity

5.3 The Neighbourhood Plan supports this fundamental policy goal by working with the main strategic employment allocation at Thickthorn (in its Policy KP4) and in encouraging the redevelopment of older estates for a variety of uses, including the retention of employment floorspace (in Policy KP17).

### DS2 – Providing the Homes the District Needs

5.4 The Neighbourhood Plan complements this important goal in refining the strategic housing allocations (of its Policy DS11 sites in the town at East of Kenilworth (H06/H40), Kenilworth School (H09), Kenilworth VI Form College (H12) and East of Warwick Road (H41)) in its policies KP4, KP5 and KP6. With the support of the District Council and the respective land interests, the Neighbourhood Plan policies establish some key development and land use principles in each of those locations to be an effective bridge between the Local Plan and subsequent masterplans and planning applications.

### DS3 – Supporting Sustainable Communities

5.5 All of the Neighbourhood Plan policies are intended to encourage development of a high quality in terms of its appearance, functionality, land use mix and environmental credentials. Such an approach will ensure that the town remains attractive to home buyers, business investors and visitors to secure a thriving but sustainable economy that does not undermine the very high local environmental quality of the town, its heritage and landscape surroundings.

## DS4 – Spatial Strategy

5.6 The Neighbourhood Plan has mostly relied on the Local Plan to make the key spatial decisions, especially in terms of releasing land from the Green Belt around the east and south of the town. However, it does contain some of its own spatial policies within the urban area that are consistent with this overall spatial strategy. Its policies KP2, KP3 and KP11 encourage change to improve connectivity between some of the key features of the town – the Castle, the town centre and the new railway station. Policy KP17 looks to make more of the older industrial land in the town for a variety of uses, including the retention of land for new businesses.

## PC0 – Prosperous Communities

5.7 Many of the Neighbourhood Plan policies are aimed at ensuring the larger residential population of the town has plenty of new job opportunities in the town to provide an alternative to out-commuting. As well as supporting the strategic allocation at Thickthorn and encouraging the reuse of older industrial land, policies also look to bolster the town centre (KP1), Warwick Road (KP3) and tourism (KP18).

## H0 – Housing

5.8 The Neighbourhood Plan steers clear of defining the housing mix of the main allocations, as this will best be determined by the masterplanning work in due course. It does, as a matter of principle, make provision for an element of self-build in the main East of Kenilworth allocation (Policy KP4) and Policy KP16 encourages the development of the highest standard of 'eco-homes'.

## SC0 – Sustainable Communities

5.9 Again, all the Neighbourhood Plan policies seek to make a positive contribution to the development of Kenilworth as a sustainable town. Its series of design-related policies – KP14-KP15; its environmental policies KP16 and KP19-KP22; and its access policies KP9-KP13 – are consistent with this overarching principle of the Local Plan. Its recreation policies – KP6-KP8 – should also contribute to making the town a healthy place to live.

5.10 An assessment of the relationship between each Neighbourhood Plan policy and the other, non-strategic Local Plan policies is contained in Table C below:



**Table C: Neighbourhood Plan & Development Plan Conformity Summary**

No.	Policy Title & Refs	Commentary
<b>Site-based policies</b>		
KP1	Town Centre	<ul style="list-style-type: none"> <li>• Refines Policy TC1 Protecting and Enhancing the Town Centres in respect of allocating land for a Town Arts Centre and Hall where it has been evidenced that this facility could be achieved and supporting the upgrade of existing medical facilities.</li> <li>• Supplements Policy TC6 (Primary Retail Frontages) by extending the frontage at Abbey End to encourage new retail investment</li> <li>• Refines Policy TC16 Design of Shopfronts by relating to specific design advice</li> <li>• Implements Policy HS6 Creating Healthy Communities by supporting the upgrade of health facilities at Smalley Place</li> <li>• Refines Policy TR1 Access and Choice by seeking to reduce traffic speeds throughout the Town Centre</li> <li>• Refines Policy TR3 to maintain the viability of the Town Centre through essential parking provision</li> <li>• Refines elements of Policy CT1 Directing New Meeting Places etc by encouraging new cultural, retail and health facilities in the town centre</li> </ul>
KP2	Station Road	<ul style="list-style-type: none"> <li>• Refines TR1 Access &amp; Choice by identifying Station Road as a specific opportunity to improve the most direct route for pedestrians between the town centre and the new railway station</li> </ul>
KP3	Warwick Road Special Policy Area	<ul style="list-style-type: none"> <li>• Refines and modifies Policy EC1 (Directing New Employment Development) by allowing for B1 uses in the Special Area as an exception to the provisions requiring such development to be focused only in town centres – the Area provides an important route to the town centre and is suited to accommodating such uses to complement the main focus of the town centre on retail and cultural uses</li> <li>• Implements Policy CT2 (New Visitor Accommodation) by directing development to this Area, which is highly accessible by public transport to the whole town</li> <li>• Implements Policy TC2 (Directing Retail Development) by identifying the Area as suited to some types of retail uses (A2 and A3), of which there is already a number in the Area</li> </ul>

KP4	Land East of Kenilworth	<ul style="list-style-type: none"> <li>Refines Policy DS11 (Allocated Housing Sites), Policy DS15 (Strategic Sites), Policy DS9 (Employment Sites to be Allocated) and Policy DS12 (Allocation of Education Land), which together allocate the land (H06/H40/ED2/E1) for residential, education and employment uses, by establishing some key development principles for the delivery of each use</li> </ul>
KP5	Kenilworth School Sites	<ul style="list-style-type: none"> <li>Refines Policy DS11 (Allocated Housing Sites), which allocates the sites (H09 and H12) for residential development, by establishing some key development principles for the delivery of each scheme</li> </ul>
KP6	Land East of Warwick Road – Housing & Sports Facilities	<ul style="list-style-type: none"> <li>Refines Policy DS11 (Allocated Housing Sites) which allocates the land for 100 homes (H41) and Policy DS23 (Allocation of Land for the Provision of Outdoor Sports), which allocates the remaining land for the provision of outdoor sport (SP2) by establishing some key development principles for the delivery of each use</li> </ul>
KP7	Abbey Fields	<ul style="list-style-type: none"> <li>Refines Policy HS2 (Recreation Facilities) by identifying Abbey Fields as an especially important recreational asset for the town</li> <li>Conforms with policies HE1 (Heritage Assets) and NE3 (Biodiversity) by identifying its heritage and biodiversity value as features that must be considered and balanced in an appropriate way</li> <li>Implements Policy NE1 by identifying Abbey Fields as an especially important green infrastructure asset for the town</li> </ul>
KP8	Castle Farm	<ul style="list-style-type: none"> <li>Refines Policy DS23 (Allocation of Land for the Provision of Outdoor Sport) in relation to the allocation of Land at Castle Farm (SP1) by setting out a number of key principles to deliver a successful scheme that also accord with its status in the Green Belt (and so is consistent with Policy DC18 (Green Belt))</li> </ul>
<b>Traffic and Transport Policies</b>		
KP9	Traffic	<ul style="list-style-type: none"> <li>Refines Policy TR1 (Access and Choice) by identifying specific traffic and access principles in the town to manage the effects of housing growth</li> </ul>
KP10	Cycle Routes	<ul style="list-style-type: none"> <li>Implements Policy TR1 (Access and Choice) by specifically encouraging cycling in the</li> </ul>

		town and to connect the town with the University
KP11	Connecting the Castle to the Town	<ul style="list-style-type: none"> <li>• Implements Policy TC1 (Protecting and Enhancing the Town Centres) by encouraging proposals to increase footfall to the town centre from the nationally important Castle tourism asset</li> </ul>
KP12	Footpaths	<ul style="list-style-type: none"> <li>• Refines Policy TR1 by identifying the specific aim of using appropriate development opportunities to improve footpath connectivity to increase accessibility</li> </ul>
KP13	Parking Standards	<ul style="list-style-type: none"> <li>• Refines Policy TR3 (Parking) and the Vehicle Parking Standards Supplementary Planning Guidance (SPD) of 2007 to apply to Kenilworth</li> </ul>
<b>Design and Heritage Policies</b>		
KP14	General Design Principles	<ul style="list-style-type: none"> <li>• Implements Policy BE1 (Layout and Design) by setting out a series of design principles to complement and refine the supplementary planning guidance in the 2008 Residential Design Guide for the District</li> <li>• Supplements Policy BE3 Amenity by identifying specific amenity features to which proposals should have regard</li> <li>• Implements Policy HE1 (Designated Heritage Assets) by identifying specific design characteristics in each of the character areas of the Conservation Area</li> </ul>
KP14A-KP14S	Design Management in specific areas	
KP15	Local Heritage Assets	<ul style="list-style-type: none"> <li>• Implements Policy HE3 (Locally Listed Historic Assets) by specifying buildings and structures in the town that should be defined as Locally Listed Historic Assets</li> </ul>
KP16	Environmental Standards of New Buildings	<ul style="list-style-type: none"> <li>• Supplements Policy CC3 (Building Standards) by setting out the minimum sustainability requirements for new buildings on public land</li> </ul>
<b>Economic Development Policies</b>		
KP17	Industrial Estates	<ul style="list-style-type: none"> <li>• Implements Policy DS8 by identifying Common Lane as having potential for mixed use redevelopment</li> <li>• Supplements Policy EC3 (Protecting Employment Land and Buildings) by identifying three older industrial areas for mixed use development including the retention of some</li> </ul>

		<p>employment land</p> <ul style="list-style-type: none"> <li>• Implements Policy TR1 by encouraging proposals at Farmer Ward Road to deliver additional car parking spaces close to the new railway station</li> </ul>
KP18	Tourism	<ul style="list-style-type: none"> <li>• Refines Policy CT1 (Directing New Meeting Places) by directing tourism development to specific parts of the town and encouraging tourism more generally.</li> <li>• Refines Policy CT2 (Visitor Accommodation) by directing new visitor accommodation to specific parts of the town</li> </ul>
<b>Social &amp; Green Infrastructure Policies</b>		
KP19	Green Infrastructure	<ul style="list-style-type: none"> <li>• Restates Policy NE1 (Green Infrastructure) as this is an important matter to the local community that would expect to see a policy in the Plan to this effect</li> </ul>
KP20	Local Green Space	<ul style="list-style-type: none"> <li>• Implements Policy HS3 (Local Green Space) by designating a local green space</li> </ul>
KP21	Street Trees	<ul style="list-style-type: none"> <li>• Refines Policy NE1 by identifying street trees as an especially important green infrastructure feature of the town</li> </ul>
KP22	Flooding	<ul style="list-style-type: none"> <li>• Restates Policy FW1 (Reducing Flood Risk) as flooding is an important matter to the local community that would expect to see a policy in the Plan to this effect</li> <li>• Policy FW2 (Sustainable Drainage) as flooding is an important matter to the local community that would expect to see a policy in the Plan to this effect</li> </ul>

## 6. COMPATIBILITY WITH EU LEGISLATIONS

6.1 The District Council provided a screening opinion that did not require a Strategic Environmental Assessment (in accordance with Regulation 9 of the Environmental Assessments of Plans and Programmes Regulations 2004) in August 2017. The opinion is published separately in the evidence base, but concludes:

*“As a result of the screening assessment in section 3, it is considered unlikely there will be any significant environmental effects arising from the Kenilworth Neighbourhood Plan that were not covered/ addressed in the Sustainability Appraisal(s) of the Local Plan. As such, it is considered that the Kenilworth Neighbourhood Development Plan does not require a full SEA to be undertaken.” (§4.1, p11)*

6.2 The Screening Opinion also screened for effects in relation to the Habitats Directive but concluded that the Plan would not require any further assessment, as a Habitats Regulation Assessment of the Local Plan had already been produced and was considered relevant in the assessment of the environmental effects of the Kenilworth NP. It concludes:

*“Natural England notes the screening process applied to this Neighbourhood plan. We agree with the Council’s conclusion of no likely significant effect upon the named European designated sites: Ensor’s Pool Special Area of Conservation located approximately 19k away ... River Mease Special Area of Conservation located approximately 38k away ... Fens Pools Special Area of Conservation located approximately 39k away.” (Table C, p8)*

6.3 The Plan has also had regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act.