

KENILWORTH NEIGHBOURHOOD PLAN 2017-2029 CONSULTATION STATEMENT



February 2018

KENILWORTH NEIGHBOURHOOD PLAN 2017-2019

CONSULTATION STATEMENT

FEBRUARY 2018

CONTENTS

1. Introduction	3
2. Initial Survey and Decision to Create a Neighbourhood Plan	5
3. Draft Neighbourhood Plan Development	6
4. Regulation 14 Consultations	8
5. Conclusion	21
Appendix A: Draft Regulation 14 report Sept 2017	Separate
Appendix B: Consultation Timetable*	Separate
Appendix C: Consultation Bodies	Separate

*** All relevant documents and evidence are held on-line and can be accessed via links from this document.**

1. Introduction

This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Kenilworth Neighbourhood Plan (KNP). Section 15(2) of Part 5 of the Regulations sets out what a Consultation Statement should contain:

(a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;

(b) explains how they were consulted;

(c) summarises the main issues and concerns raised by the persons consulted;

(d) describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

A slightly greater level of consultation has been undertaken than the legislation requires, and this is set out in detail in the reports that are submitted in support of this Consultation Statement. It is not the intention of this Consultation Statement to replicate what is in these detailed reports.

The aims of the Kenilworth Neighbourhood Plan consultation process were:

- to 'front-load' consultation, so that the Plan was informed by the views of local people and other stakeholders from the start of the neighbourhood planning process;
- to ensure that consultation events took place at critical points in the process where decisions needed to be taken;
- to engage with as wide a range of people as possible, using a variety of events and communication techniques;
- to ensure that results of consultation were fed back to local people and available to read, in both hard copy and via the Town Council's website, as soon as possible after the consultation events.

Consultation was undertaken by Kenilworth Town Council as the 'qualifying body' for preparing the Neighbourhood Plan, in accordance with the Regulations.

Consultation events took place at the following stages in the neighbourhood planning process:

- an initial survey in December 2013 at the very start of the process which resulted in the creation of an Action Plan following which a decision was taken to create a Neighbourhood Plan.
- follow-up survey weekends were held in in September/October 2016;

- the statutory consultation stage in accordance with Regulation 14 were held in June 2017 following publication of the draft neighbourhood plan;
- a public consultation meeting was held in July 2017;

This Consultation Statement provides an overview of each of the above stages of consultation in accordance with Section 15(2) of Part 5 of the Regulations. Full details are provided in the reports that support the Consultation Statement.

2. Initial Survey and Decision to Create the Neighbourhood Plan

In 2013 Warwick District carried out consultations on the development strategy for the Local Plan which included development in Kenilworth.

In 2013/2014 Kenilworth Town Council (KTC) conducted a survey of 38 questions regarding the development plans in the original WDLP. 1800 responded online and 530 responded by hard copy providing 6000 comments.

Warwick District published the draft 'publication of changes' to the Local Plan in the Autumn of 2014 and the resulting analysis from the comments received was used to create the Kenilworth Town Action Plan which defined the areas to be included as 'policies needing careful consideration'.

In December 2014 KTC resolved unanimously to proceed to convert the Action Plan into a Neighbourhood Plan format and to send it to WDC for consideration and discussion.

In October/November 2015 examination of the Warwick District Local Plan was suspended due to lack of housing to cover the shortfall in Coventry and further developments in Kenilworth were included in the updated draft Local Plan. In October 2015 the draft policies that would form the Neighbourhood Plan were agreed.

3. Draft Neighbourhood Plan Development

3.1 Working Parties

From October 2015 to February 2016, Working Parties were set up for each of the key Policies.

In March 2016 KTC appointed rCOH as their Neighbourhood Plan Consultants and under their direction key Working Party groups were set up to review the Action Plan and the aims and objectives, keeping Warwick District Local Plan as a guide.

The key working party groups were:

- Green Infrastructure
- Design and Character
- Social Infrastructure
- Strategies and Development
- Tourism and Employment

A strategic sites task group was also set up to liaise with developers, agents and consultants.

The Working Parties liaised with interested parties and local groups and, working with rCOH, began to create the policies to be included in the Neighbourhood Plan.

In August 2016 a Neighbourhood Plan questionnaire was developed 'to help shape the future of the town' and to inform residents about the Neighbourhood Plan.

In September/October 2016 meetings were held with developers and landowners of strategic sites along with interested parties and with consultants rCOH.

3.2 Initial Consultations

- The questionnaire was first used at an event in Abbey Fields to commemorate the 750th anniversary of the Siege of Kenilworth then subsequently at the initial consultation weekends.
- Initial Consultations took place at the Council Chamber on three concurrent Saturday mornings of 24th September, 1st October and 9th October from 10am until 12 am.
- These events were held primarily to inform residents about the WD Local Plan and what that meant to Kenilworth, to inform them of the Kenilworth Neighbourhood Plan

using the Action Plan and various maps and to encourage them to complete the questionnaire.

- The aim of this initial consultation was to consult with as many local people as possible.
- At these 'drop-ins' residents were shown plans via maps and members of Kenilworth Town Council were available to discuss concerns.
- The weekends were publicised in the following ways:
 - notification on the Kenilworth Town Council website;
 - press releases to the Kenilworth Weekly News;
 - posters at KTC noticeboard;
- KTC also invited a number of relevant local groups with an interest in shaping the Neighbourhood Plan. These included: Kenilworth All Together Greener, Kenilworth Civic Society, Kenilworth History & Archaeological Society, Friends of Abbey Fields and English Heritage who manage Kenilworth Castle.
- The sessions were very well attended with some residents looking at every map and discussing what that might mean to the town.
- The questionnaire provided was completed by 198 residents.
- This form could be completed on the day, on-line via the town website or taken away, completed and sent in to the council office.
- 82 responses were received from the Siege event and a further 116 from the consultations, making 198 in total but showed concern mainly for road junctions and leisure facilities.

The Pre-submission Kenilworth Neighbourhood Plan was drafted and revised from September 2016 to January 2017 and was issued in March 2017.

4. Regulation 14 Consultations

The Regulation 14 consultations on the Kenilworth Neighbourhood Plan ran initially from 15th May 2017 to 30th June 2017 but because of the level of public interest it was extended to 8th August 2017.

4.1 Who was consulted?

Kenilworth Town Council developed a consultation strategy that aimed to engage with as wide a cross-section of Kenilworth's population as possible, and provide a wide variety of different ways for people to get involved. The aim was to ensure that all local residents and businesses were aware of the draft Plan and how to comment on it.

In addition all relevant statutory consultees were contacted by e-mail. Key statutory consultees (including adjoining local authorities and parish councils) were also contacted by letter and sent a copy of the draft Kenilworth Neighbourhood Plan.

4.2 How was it publicised?

Publicising the consultation events involved:

- Bin hangars on every bin in the town
- Pop-up banners
- providing information on the Town Council's website ;
- school newsletters
- displaying a banner across the Warwick Road;
- issuing press releases to the local press;
- emails to the original respondents to the Action Plan

4.3 How were people consulted?

Kenilworth Town Council consulted local people by:

- Sending a copy of the Plan by email to all the relevant consultation bodies listed in paragraph 1 of Schedule 1 of the Regulations, as advised by the District Council.
- uploading the draft Kenilworth Neighbourhood Plan and supporting documents to the Town Council website;

- providing hard copies of the Plan and supporting documents in the Council office and the Town Library;
- publicising the Plan in a variety of ways and encouraging people to feedback using the standard form via post or by e-mail;
- inviting developers / landowners to hold individual talks/exhibitions.
- holding consultation mornings at Council Chamber on four consecutive Saturdays of 3rd, 10th, 17th and 24th June 2017, attended by 44, 28, 41 and 64 residents respectively.
- holding a Public Consultation Meeting at St. Francis Church Hall on the evening of Tuesday 25th July 2017, attended by 257 people. Representatives from Kenilworth Town Council, Warwick District Council and Warwickshire County Council were all in attendance.
- Inviting residents to complete a pre-submission consultation form.
- Presentations were also given, by request, to Kenilworth Civic Society and Kenilworth Rotary Club.

4.4 Main Issues and Concerns Raised

From these consultations 408 completed responses to the pre-submission consultation form were received, including many that responded on several policies and a number on all policies.

All the responses were numbered and collated and entered onto a spreadsheet, sorted by Policy, including over 600 individual comments. The spreadsheet can be found on the Kenilworth Town website.

The responses received varied from straight from the heart opinions to detailed reports supported by relevant evidence. They came from individuals, from organisations, from developers and from statutory consultees.

A summary report of analysis and recommendations relating to the statutory consultees and land interests was prepared and can be found on the Kenilworth Town website.

The Local Plan and the Neighbourhood Plan

Many of the residents' responses objected to the need for additional houses, the allocation of land in the Green Belt, the move of the school and similar issues which are strategic matters now approved in the District Local Plan.

Traffic and Travel

One of the main effects of the new developments of 2,000 houses is the increased traffic and this was the major issue raised. Responses highlighted the current pressures on the

road system in Kenilworth and the inability to cope with the extra traffic from the allocated developments. This aspect of the Neighbourhood Plan has been strengthened both in the policies specific to sites and to more general traffic.

An overriding theme that emerged from all the consultation was that development in the Town should be infrastructure-led rather than the infrastructure being apparently justified development by development with the details effectively determined by the relevant developer. In particular, echoing the strong concerns for traffic in the future, there is a wish for a holistic plan for the road structure of the Town to cater for the cumulative effects of all the anticipated development.

Many responses referred to the improvement of alternative transport whether cycling, pushchairs or mobility scooters. In some parts of the Town there is need to reduce conflicts with other traffic and improve safety.

Green Infrastructure

A quite different but common theme related to green spaces and the related trees and hedgerows which are features of many parts of the Town. There was great concern for the future of the trees and hedgerows in the areas allocated for development. Because they were in the Green Belt most of these areas currently have no specific protection.

Other "green" issues raised range from encouraging alternatives to the conventional car and details like electric vehicle charging and cycling routes to air quality and energy conservation.

Castle Farm and other more local issues

In addition to the issues and concerns which are common across the Town there are a number of more local issues where residents have understandable reasons for concern. Many of those living near to the proposed housing developments naturally are not happy about the effects of the buildings and the extra traffic. The greatest number of objections including a Petition relate to the allocation in the District Local Plan of land at Castle Farm for outdoor sport to enable the Wardens Cricket and Football Club to move there releasing land at Glasshouse Lane for housing. Much of this land is already classed as unrestricted open space for outdoor sport. Concerns include continued public access, increased traffic and access routes affecting local residents and building and lighting in the Green Belt.

Less contentious aspects

Some policies, particularly regarding the town centre and related roads and those relating to the historic aspects of the Town attracted less comment than anticipated.

Similarly policies relating to tourism and employment received a relatively small number of comments although there were some very pertinent ones.

The Developers raised a number of objections, possibly indicating that we are correct in the policies attempting to mitigate the effects of their developments. Some of the objections were technical ones relating to the Local Plan and National policies.

4.5 How these issues and concerns have been considered

The Town Council tried hard to separate the proposals of the Neighbourhood Plan from those of the Local Plan throughout the consultation processes. It understood and accepted that the strategic allocations and the removal of land from the Green Belt were solely in the remit of the Local Plan, but such nuances of the development planning system are difficult to explain to local communities.

Hence, many objections were from those that had not supported the local Plan proposals for East of Kenilworth. However, few raised objection to the role proposed of the Neighbourhood Plan in seeking to ensure the most sustainable, planned outcome from those allocations.

Traffic and Travel

This aspect of the Neighbourhood Plan has been strengthened both in the policies specific to sites and to more general traffic. There has also been a useful meeting with County Highways who, possibly as a result of the Public Meeting, now appreciate better the scale of the problem and the strength of feeling.

The District Council are preparing an Infrastructure Development Brief for the allocations off Glasshouse and Birches Lanes. Information from both the developers and the residents' responses has been fed into that Brief.

Alternative transport - On the new developments there is an opportunity to design to avoid such issues.

Green Infrastructure

Because they were in the Green Belt most of the specified areas currently have no specific protection and the Neighbourhood Plan is able to rectify that, and add protection to other areas in the Town.

Where possible other green issues have been incorporated in the relevant policies.

A new policy about flood prevention has been added at the request of the County Council, who are the Lead Local Flood Authority, and the local Flood Action Group.

Castle Farm and other more local issues

Many of the issues around Castle Farm will only be resolved at the Planning Application stage but the policy has been drastically revised to provide as much protection to the residents as possible.

Less contentious aspects

The few comments made concerning the town centre, tourism, employment and other policies have been reflected in the updated Neighbourhood Plan.

The technical objections from developers resulted in splitting the policy relating to housing and sports facilities off the Warwick Road.

4.6 Changes made to Neighbourhood Plan

Based on the analysis of the feedback the following changes were made to the Kenilworth Neighbourhood Plan:

Introduction

This has been rewritten to provide a more user-friendly guide to what the Neighbourhood Plan Process is all about.

Section 1 Background

The background has been rewritten to simplify it and update it to reflect that the consultation has taken place and that the next steps will now be testing by an independent examiner.

Section 2 The Neighbourhood Area

There have been a large number of minor amendments to correct some information and to clarify other points. In particular:

- the Traffic and Transport paragraphs the new 20mph speed limit in Leyes Lane has been added and the detail on parking at the station edited.
- the Social Infrastructure the statement about the Children's Centre has been updated as has the need for new primary schools.
- the Sports and Leisure section the details of the proposed changes at Castle Farm have been expanded to reflect the strong feeling in the area, and Kenilworth

Town Junior football teams have been added. Mention of the recently announced WDC Study has been added.

- the Tourism section the need to improve links, particularly with the Castle and town centre, to improve the economic benefits of tourism has been rewritten.
- the Employment section Coventry University has been added
- in the Green Infrastructure section the need to retain and increase the open spaces, particularly in the South of the town has been emphasised.
- the Trees and Woodland section the need to retain as many mature trees and hedges as possible in the allocated development areas has been edited and strengthened.

Section 3 Planning Policy Context

This rather technical section has been almost totally rewritten, following the adoption by Warwick District Council of a new Local Plan since the publication of the Pre-submission Neighbourhood Plan. All references to the old District Local Plan have been removed and all references to the new Local Plan have been updated.

The policy map for Kenilworth extracted from the Local Plan has also been updated.

The map showing local housing developments has been removed and replaced by a Table listing and totalling all the housing sites allocated in Kenilworth plus those in Burton Green and Kings Hill.

Section 4 Community Views on Planning

This section has been updated to include the Consultation and the key messages coming from it.

Section 5 Vision, Objectives and Land Use Policies

The Vision has been edited to avoid the ambiguity suggesting that the vision was to grow the town rather than use the growth forced upon us by the Inspector of the District Local Plan as an opportunity.

Policy KP1 Town Centre

This Policy covers a range of issues affecting the town centre and resulted in variety of responses which have been reflected in the changes

- New paragraph added to Policy to encourage and support the improvement of the rear of Abbey End shops rather than simply mentioning it in the commentary.

- Policy concerning car park modified to define possibility of two-storey only rather than multi-storey and the need for electric vehicle charging and bicycle storage added.
- New paragraph added to Policy to support 20mph zone but only if without humps.
- New paragraph added to Policy to support any proposals which improve air quality.

Commentary

Clarifies that the allocation of space at Smalley Place for an Arts and Hall/Theatre is simply that and progress on any actual scheme will depend on future decisions and funding opportunities.

Clarifies the support for the upgrading of the medical facilities on the clinic site. The policy is unchanged.

Explains the need to balance views on extending car parking. This policy split responses between those who wanted expansion of the car park and those who totally disagreed with any expansion in order to encourage alternative means of transport.

Emphasises the significant support for a shopfronts policy, which is unchanged. There was also support for a green, pedestrian friendly town centre though the idea of a by-pass to remove through traffic is a distant hope.

Comment added on air quality in the Town Centre

Policy KP2 Station Road

This policy attracted very little response and is essentially unchanged.

Commentary

A comment has been added about cycle and bus routing.

Policy KP3 Warwick Road Special Policy Area

This policy attracted very little response but it was generally supportive

- New paragraph added to Policy to support any proposals which improve air quality.

Commentary

Comment added on air quality.

Policy KP4 Land East of Kenilworth

This is a major policy for the Town and not surprisingly attracted a deal of response resulting in significant changes which strengthen and improve the policies.

Overall policy modified so that it requires compliance with the Warwick District Council Development Brief for the area.

- Paragraphs on primary schools modified as the schools requirement is currently unclear.
- Paragraph on a local centre modified to add medical, youth and places of worship to possible facilities.
- Paragraph on employment area modified to include a road having direct access to the A46 Thickthorn junction.
- Paragraph on self-build modified to include custom-build and clarify it only applies to open-market housing proportion.
- Paragraph on highways modified to include public transport.
- New Paragraph added to require residential roads designed for 20mph and to give priority to pedestrians and cyclists.
- Paragraph on Crewe Lane and Glasshouse Lane edges strengthened to protect the soft edge of trees.
- Paragraph on protecting existing residential amenity strengthened to clarify that it applies to Leamington Road, Birches Lane and Glasshouse Lane and all roads off towards the developments.
- Paragraph on historic assets rewritten to comply with national policies.

Commentary

Details updated to reflect the production of a Development Brief by Warwick District Council.

Comments added on affordable housing provision.

Custom-build added as a requirement and expressions of interest updated.

The situation on Primary School provision changed to reflect the current known situation.

Policy KP5 Kenilworth School sites

There was some confusion with this policy as a number of responses took it to refer to the proposed new site for the Secondary School and expressed concerns over the move and position. The move of the School is a wish of the School itself and the location has been determined in the District Local Plan. Neither therefore is a matter for this Neighbourhood Plan.

- This policy refers to the existing school sites which following the move of the school are allocated for housing.

- New paragraph added to require residential roads designed for 20mph and to give priority to pedestrians and cyclists.

Commentary

Meadows Community Sports Centre added to the community assets on the existing Leyes Lane site.

Policy KP6 Land East of Warwick Road

Because this policy covers one parcel of land but comprises two allocations for housing and for outdoor sports it has been split into two parts as some different policies apply in the two allocations, but as they adjoin they remain related

Housing allocation H41

- New paragraph added requiring the southern boundary to be a soft edge to the Town
- New paragraph added protecting the playing of cricket on the adjoining ground.
- Paragraph requiring cycling and pedestrian routes modified to ensure that link to adjoining routes
- New paragraph added requiring surface water drainage strategy which has no harmful effect on the drainage of the cricket field
- New paragraph added to require residential roads designed for 20mph and to give priority to pedestrians and cyclists.

Outdoor sports allocation SP2

- Paragraph requiring cycling and pedestrian routes modified to ensure that link to adjoining routes
- New paragraph added to require roads to give priority to pedestrians and cyclists.
- New paragraph added requiring surface water drainage strategy

Commentary

Explains the need to split into two policies.

Clarifies the fact that the southernmost sports field is in Leek Wootton and therefore outside the scope of this Neighbourhood Plan.

Introduces the idea of a roundabout to gather the multiple junctions for safety.

Policy KP7 Abbey Fields

- Paragraph on development in Abbey Fields modified to state that permanent additional car parking would not be supported

Commentary

Comment added that investment in Abbey Fields is included in Warwick District Council Phase II Leisure Strategy.

Comment added about additional car parking and the strong feeling against it.

Policy KP8 Castle Farm

This was by far the most contentious of all the policies attracting 121 responses and a petition with 292 signatures. The main objections relate to the move of the Wardens Cricket and Football Club and concern access by the public, traffic and its effect on inadequate residential roads, disturbance to residential amenity by noise and light, building in the Green Belt and environmental damage to woodland. As a result the policies have been almost totally rewritten and strengthened.

- Paragraph on access has been modified to emphasise that it applies to the existing or enhanced facilities and to the open space.
- Paragraph on the existing Scouts and Guides facility modified to allow for a suitable alternative
- Paragraph on specific traffic arrangements at John o'Gaunt Road removed
- New paragraph added on a traffic and access scheme which will only be supported if the result of a full traffic study and if they minimise the effect on local residents.
- Paragraph on parking provision modified to include coaches
- New paragraph added on appropriateness of buildings in the Green Belt
- New paragraph added requiring any new buildings and parking areas to respect the existing residents

Commentary

Comment on access expanded to include the Junior Town Football club

Explanation added about the Scouts and Guides facilities

Comment added on unrestricted open space lost in the Local Plan

More detail added about the problems of traffic and access

More detail added about the problems of parking.

Policy KP 9 Traffic

This was the most contentious town-wide issue with particular concerns for the extra traffic generated by the new housing developments when many feel the roads, particularly in the St John's area are already overloaded. As a result the policies have been strengthened.

- Paragraph on roads in developments modified to additionally require residential roads to be 20mph standard
- Paragraph on the existing road system rewritten to require a comprehensive traffic study with changes giving priority to cyclists, pedestrians etc to improve traffic flow including public transport and reflecting the new traffic to be generated by developments.

Commentary

Much more detail added to demonstrate the public concern and the need for a holistic view of the traffic issues in the Town.

Several junctions added to the list of those considered requiring attention for either safety or capacity reasons. This list is by no means exhaustive as a traffic study may show.

Comment added about air quality and pollution.

Policy KP10 Cycle Routes

This policy attracted many responses and much support although there was a wish to make it stronger.

- Paragraph to interconnect with links to the University of Warwick modified to include the proposed K2L route.
- Paragraph on cycle routes modified to include designating cycle corridors on some existing roads to improve safety

Commentary

Explanation added of cycle routes on existing roads.

Additional paragraph added with the suggestion of improved cycled access by ramps over the railway at the Station.

Further comments added about a cycle route within Abbey Fields

Policy KP11 Connecting the Castle to the Town.

This Policy attracted little comment and remains totally unchanged

Policy KP12 Footpaths

This Policy attracted a number of responses which were mostly supportive and encouraging, requiring little change

- Paragraph modified to add mobility Scooters

Policy KP13 Parking Standards

Although a significant number of responses concerned parking they mainly applied to more specific issues rather than this general one.

- New Policy added requiring EV rapid charging at all parking facilities

Commentary

- New paragraph added to supporting text to justify the new policy.

Policy KP 14 General Design Principles

Some of the responses expressed very strong views on this subject which sadly are not always acceptable as policy.

- Paragraph on adverse impacts modified to include flooding
- Paragraph on maximising certain construction materials modified to add low embodied carbon materials
- Paragraph on low CO2 emissions modified to clarify requirement is in use.
- Paragraph on residential gardens modified to include both private and communal.
- New paragraph added covering requirements to support proposals in the Conservation areas

Commentary

Comment added that the Warwick District Council Design Guide is currently under review.

Policy KP14J Design Management in Castle Hill and Little Virginia

This is the only detailed area policy which has been altered.

- Paragraph on the buildings of Little Virginia modified by adding that they have been sympathetically modernised.

Policy KP15 Local Heritage Assets

Whilst there was little comment other than to suggest certain additions alterations have been made to reflect National Policies.

Policy KP16 Environmental Standards of New Buildings

No changes proposed to this Policy except to remove the reference to priority in allocation for self-build as this is beyond the power of the Local Authority.

Policy KP17 Industrial Estates

There was interest in this Policy and support for higher added value jobs in the Town

- Paragraph on Farmer Ward Road modified to clarify that support for parking will only be supported if the parking provided at the station should prove inadequate.
- New paragraph added to support comprehensive proposals for the redevelopment of the Common Lane Industrial site

Commentary

Explanation added for the new policy for Common Lane Industrial site

Policy KP18 Tourism

A small number of people responded supporting the concept and suggesting that the policies could be stronger.

- Paragraph relating to signage modified by emphasising the need to link the various attractions in the Town

Commentary

Comment added emphasising the standard of hotel accommodation needed now that Coventry will be the UK City of Culture in 2021.

Policy KP 19 Green Infrastructure

This policy attracted strong support to preserve and enhance the Green Infrastructure of the Town with particular concern for trees and hedges on the edges and within the various allocated development sites.

- New paragraph added to protect public (unrestricted) open space in the Town

Policy KP20 Local Green Space

No objection received from the land owner or from others so the Policy is unaltered.

Policy KP21 Street Trees

A few supportive responses

- Paragraph modified by adding that mature trees combat pollution and add to air quality.

Commentary

Explanation added about effect of trees on air quality.

Policy KP22 Flooding

This is a completely new policy added at the request of the County Council and the Local Flooding Action Group

- New paragraph added regarding schemes which reduce or increase the risk of flooding in the Town
- New paragraph added regarding SUDs systems and their continued maintenance

Commentary

Three paragraphs added to explain the background and justification of this new policy, and to emphasise the need for maintenance to ensure long-term effective.

5. Conclusion

This Consultation Statement and the supporting consultation documents/reports are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.