

## **Kenilworth Neighbourhood Plan Analysis of Consultation responses**

Total number of Consultations received. 408

Total number of issues raised 625

Individual responses are anonymous but local organisations, statutory consultees and developers have been identified and the following abbreviations used where necessary:

HSE	Health and Safety Executive
KATG	Kenilworth All Together Greener
KCS	Kenilworth Civic Society
KHAS	Kenilworth History & Archeological Society
WCC	Warwickshire County Council
WDC	Warwick District Council

## KP1 Town Centre

Response Comment

Action

46

3	There is no life left in the town centre any more, it's boring!	Improving vitality of the Town centre a key aim of the KNP
7	Where is the station on the map?	Now added to key maps
12	It's difficult to cross the main road, the paths are uneven and the plant pots are an obstruction. There are no decent shops!	There are already three traffic light controlled crossings, although many ignore them. The quality of shops is a matter of opinion and commercial pressures Comment added re Design Guide
14	The pavements are too narrow for flower pots and mobility scooters and cyclists and pedestrians. It also looks very scruffy.	Considered as aspect of the Design Guide
27	p31 - 'pleasing street scene' should make clear the removal of clutter, A boards, tubs, bollards etc that are a serious impediment to safe passage.	
37	"Pleasing street scene" needs to state that the street clutter needs to be tidied up	Comment added re Design Guide
50	Green area and trees in front of Jubilee House to be retained. Proposed car park to be greened with shrubs and trees. More Greenery to Abbey End.	Green infrastructure protected in KP19
50	Town Centre pollution needs to be addressed	
50	Remove multi storey car park from Policy as it encourages more traffic contrary to National policy	Important point. Policy added to this Policy KP1 This is a balanced decision. On that balance the policy is retained for reasons explained in the Commentary, but the height has been specifically limited to two floors. EV charging and secure cycle storage have been added to the Policy New Policies added
50	Pollution in town centre needs to be addressed	
77	Please consider look and amenity of multi-story carpark	Policy KP1 modified to clearly restrict height and impact
108	Station Rd. Should be mention of co-ordination between buses and trains, consider making Station Rd two way for busses, taxi's and cyclists.	Added in commentary
112	Arts centre would be better located on the east of town.	Town centre location preferred
149	I used to cycle to Kenilworth to shop, I now cycle to Cannon Park and spend my money there as the SUSIRANS route is safer. Shoppers in Kenilworth seem to use 4x4s. KNP in its present form does not address the issue of Kenilworth being a congenial place to live, in fact it makes it worse. Praise the Lord for Cannon Park!	Policies aim to improve cycling experience
153	Build multi-storey on square west prior to housing construction	Policy supports but cannot control timing
184	Improve the town centre as a better shopping destination - covered shopping area & arcaded walkways	This was an aspiration for Talisman Square, unfortunately unfulfilled
195	A multi storey car park should be built in the town centre.	Policy KP1 modified to clearly restrict height and impact
204	More pedestrian friendly Warwick Rd. Do not support realignment of the Warwick Rd by the Holiday Inn, nor redevelopment of the rear of the shops at Abbey End as would impact upon delivery parking and unloading, and reduce staff welfare facilities.	Policy supports a pedestrian friendly policy in Warwick Road. Any tidying up of the Abbey End area would indeed still have to support deliveries but we do not understand why it should affect the welfare of staff.
204	We support sunken multi-stories	Noted
237	Support multi-storey car park if sunken	Noted. Policy KP1 modified to clearly restrict height and impact
246	Support standardisation of shop fronts, suggest move to hand painted signs.	Policy supports Design Guide which seeks to influence difficult to compel.
251	Multi-storey in square west welcome	Noted. Policy KP1 modified to clearly restrict height and impact
262	Library Opening Hours to be improved. Community Notice Boards around the town to advertise town events, big and small.	Not KNP issues, though notice boards tie in with KP18 and Tourist information
263	<b>WCC</b> Would need more detail before commenting on any highway changes at Abbey End	Noted
265	<b>KATG</b> Delete policy for multi storey car park - not sustainable approach	This is a balanced decision. On that balance the policy is retained for reasons explained in the Commentary, but the height has been specifically limited to two floors and EV charging and secure cycle storage have been added to the Policy Policy added concerning air quality here and in several other areas
274	<b>KATG</b> Concern that air quality is not addressed in the Plan	Noted. Policy KP1 modified to clearly restrict height and impact
274	Provide more parking space in town centre, share tickets across WDC	Cycle policies eg KP10 have been greatly strengthened, electric charging points have been added to parking policies, car parking at the station reduces longer journeys Only a concept at this stage
316	As an eco friendly plan it is a disappointment. We should develop cycle ways from new housing estates to schools and into the town. Where are electric charging points? Why encourage more cars to park at the station, a bigger car park will encourage anti-social behaviour.	
319	Where and what capacity will new multi-story carpark have?	

321	Objects to CIL funding to a Town Arts Centre and Hall and Town Centre multi story car park. Support a new community centre (page 36), however the experience of the Kenilworth Centre has demonstrated the challenges involved in securing sustainable funding for such assets. The Plan should demonstrate which of the proposed policies (P61 CIL) would be supported by each of the suggested opportunities for investment of CIL funds	CIL funding as we understand does not tie in like a Section 106 agreement. The actual use of funds will have to be determined at the time rather than anticipated and the list is in no priority. Commentary amended to clarify.
330	Supermarkets to be approached to extend opening hours.	Not a KNP issue
331	Want closed facade to multi-storey carpark	Only a concept at this stage
332	Responsibility with Clock Tower should be with KTC	This seems an operational rather than planning matter
332	EV charging points and cycle parking	Both added to town Centre policy
332	Wider routes suitable for pushchairs and mobility scooters	Mobility scooters added to relevant policies
332	20mph speed limit in the town centre	Added as new Policy
332	Focal Point in Abbey End	Policy supports changes in this area but detailed proposals will require further consultation. Idea added to CIL list
332	Delete Arts Centre and Hall	This is only an allocation of land and any possible development will require many future decisions before action. It may be affected by future ideas for Abbey End more generally. Commentary modified to explain situation more clearly
332	Delete reference to upgrade and consolidate medical facilities	Wording of the actual Policy does not refer to consolidation and the commentary has been revised to simply support any upgrading of the existing clinic site.
332	Delete proposals for a multi storey car park	This is a balanced decision. On that balance the policy is retained for reasons explained in the Commentary, but the height has been specifically limited to two floors. EV charging and secure cycle storage have been added to the Policy
354	Needs a policy on congestion, more bike parking, HGV restrictions.	Traffic is seen as major issue and specifically addressed in Policy KP9 which has been modified and strengthened. Secure bicycle parking has been added to the Policy. HGVs are only a very small proportion of the traffic (less than 5%) and most of those have business in the town such as deliveries to shops
367	Build multi-storey on square west prior to housing construction	Policy supports but cannot control timing
375	Promote access to the town by foot, cycle and pedestrian buggies and provide secure spaces for cycles and buggies	Following modifications several policies now support this. Secure parking added to policy
391	I welcome the ongoing commitment to construct a Civic Centre at Smalley Place	Noted. This will depend on future decision on both CIL and planning
403	<b>KCS</b> We would like a map to define the shopping centre which defines the shops by type. The shop front design guide should be appended.	The shopfront guide will be appended as evidence. The planning class of shop is shown in Map 2.7
403	<b>KCS</b> We would like to see reference to TCP4 and TC5 in the Local Plan	These are replaced by TC6 and TC7 in the new Local Plan. Reference has been added to TC6 in connection with the extended Primary retail area defined on the Policies Map. Other areas in the defined Retail area are covered by Policy TC7 and so there is no need to repeat it. Commentary modified to explain
403	<b>KCS</b> Town centre parking needs a policy which is linked to KP13. Car parking spaces need to reflect modern car sizes	KP13 will apply to all car parking including Town Centre. WDC with WCC are currently revising the standards including space so there is no need to duplicate.

## KP2 Station Road

Response Comment

Action

7

108 Station Rd. Should be mention of co-ordination between buses and trains, consider making Station Rd two way for buses, taxis and cyclists.

Added in commentary

182 Station Road - it is not clear if parking will be allowed.

This will be part of any Study arising from the Policy

204 We support making Warwick Road end of Station Road more pedestrian friendly

Noted. This has long been an aspiration as in commentary.

265 **KATG** Only parking for residents to enable wider pavements and contra flow cycle lanes

The idea of contraflow cycling has been added to the commentary as an example of possible improvements. Restricting parking to residents however would not itself provide more space.

332 Restrict parking to residents and introduce 20mph speed limit

These actions may well arise from supported proposals. The speed limit is covered by the new policy in KP1

379 Provide a dedicated cycleway or dual use path

Commentry modified to include cycle lane

403 After the development of Talisman we would like to see a small portion pedestrianised (Pomeroy to Warwick Road).

Noted. This has long been an aspiration as in commentary.

## KP3 Warwick Road Special Policy Area

Response Comment

Action

7

17 Air pollution in Warwick Road is damaging and looks set to increase  
108 KP3 Warwick Rd, needs support for hotels;  
184 Consider the use of Thomas Hearn site for long term living in the centre of town  
332 Introduce 20mph speed limit  
332 Improve air quality  
332 Support redevelopment for retirement home.  
403 **KCS** Any future development of the Thomas Hearn site should be reserved as retail or low-level car parking

New Policies added  
Class C1 Hotel use is included in the Policy  
As far as is known this site is not currently available  
Covered by new policy in KP1  
New Policy added  
No known land which could be allocated  
If the site were to become available it is outside the town centre boundary  
but any change from retail would require a change of use permission and  
this policy KP3 does affect possible uses

## KP4 Land East of Kenilworth

Response	Comment	Action
118		
1	With so many new houses a medical centre will be needed in the area	Discussions have been held with CCG and other parts of the NHS by WDC. This need is referred to in the Commentary.
3	The estates should be build one by one to ease congestion	Whilst very logical phasing is difficult to control and HS2 construction will add to the problems.
3	Please think again about The Woodside as I work there	Woodside itself, whilst in an area scheduled for housing is not in the present schemes and will remain.
5	That area of land is unsuitable for housing because of the carcinogenic A46 next door.	The area has been approved for housing in the District Local Plan following an Examination in Public and air quality was one consideration. The Neighbourhood Plan cannot alter the location.
9	It is not Warwick Road but Leamington Road (in concept plan)	Corrected on map
19	Windy Arbour/Glasshouse Lane. Cut back the hedges and make a mini-roundabout to improve visibility	If a hazard should be actioned now. Roundabout being proposed in Glasshouse Lane
20	With the new housing it is essential that Glasshouse Lane doesn't become a main route into and out of town.	The whole traffic issue will be studied further as part of the WDC Development Brief referred to and supported in the Policy
21	The plan is conceptually wrong, a barrier should be kept between the A46 and the people. Housing should be south-west of the town, with an outer ring road.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
22	This plan is very complicated . Where does it say how many houses will be built on each site? How many GP surgeries. Where are the new roads?	Details of house numbers have been added as a table in Section 3. The other matters are for the Development Brief following a Traffic Study
24	This will ruin the beautiful countryside around Kenilworth. We need smaller houses for young people not large ones.	The various policies will require a mix of houses including 40% affordable.
26	We live next to the proposed school site and wish o be kept up to date	There will be consultations as the Plans develop.
34	This is a plea to preserve as much of the natural beauty remains in Thickthorn. We have sparrow hawks, woodpeckers, rabbits, hedgehogs, dormice and pipistrelle bats along with many trees, along with endangered Ash trees.	Added into commentary and also covered by Policy KP9
35	The development would benefit from a community facility.	Community facilities are included in the Policy and have been expanded
38	Southcrest farm site is of particular concern. More cars, larger school, parking. Please keep all trees & plant more.	The protection of trees and hedgerows has been strengthened in the Policy and on Policy KP19 which requires replacements for any which have to be felled.
40	The spine road should start at the A46 and go all the way to Crewe Lane, going over the lanes with bridges.	The route shown is only indicative. The current Traffic Study will help determine the best routes.
45	There is a shortage of churches in Kenilworth. The school would benefit from a chapel.	Places of worship has been added to the possible community facilities required
46	I am concerned that the rose beds in Thickthorn Close have not been defined in the plan. Access is planned down Thickthorn Close which is a narrow road, even the binmen have a problem if there is a parked car in the road.	The amenity and verges in Thickthorn have been specifically added
48	Good idea to leave a building in the current school site for community use, possibly the current library.	Retention of community in that area is now mentioned
49	The plan would be better if it specified access points	These will be agreed following the current Traffic Study which is supported in the Plan but will not be settled until the outline planning permission is granted
50	Protect the arboretum at Southcrest, conduct ecological survey and protect hedgerows	Arboretum specifically added to Policy
52	Thickthorn intersection needs improvement with all the new traffic	County Highways have plans to improve the Thickthorn gyratory and these are supported in the Plan though as Policy KP9 details many other junctions will require attention.
52	Protect the spinney behind Jordan Close, it is full of wildlife	Added to policy
53	I do not support inclusion of B2 business use, that is at odds with the vision	The Local Plan includes B2 but "suitable" has been added to try to control
58	The physical nature of the spine road is not clear. It could be a rat run for people trying to avoid the A46 roundabout.	The route shown is indeed only indicative. The current Traffic Study which is supported in the Plan will help determine the best routes.
62	Noise pollution is not mentioned, especially that generated by the A46. New residents should not be subjected to noise pollution in excess of EU benchmark.	The Local Plan found it suitable but some noise barrier will be needed
64	The copse at Thickthorn/Jordan close has a TPO, it is on KNP but not identified on the concept plan.	The Concept Plan is just that. Spinney has been added to the Policy
78	It is a problem if access to Field 2 is the current rugby club access, this would lead to a number of issues. A relief road should be built first.	Traffic during construction will indeed be a potential problem. Some co-ordination will be required.
80	A play area should be built, either in Leyes Lane or near Rocky Road. Keep the trees to retain character.	Play areas will be included in these developments
91	Green belt land should not be used for housing....reasons given	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.

92	There is a TPO on the trees around Thickthorn, this must be preserved along with the 'green corridor' on the concept plan.	Need to protect trees, TPO or not, included in Polic KP19 as well as this one
96	New spine road isn't in the plan, how can we make an informed choice without detail?	The new spine road is only a concept. Details will follow from a Traffic Study
98	I support the change to the spine road from CPRE	
102	CPRE amendment to spine road should be incorporated	
106	The green corridor is welcomed but there should also be a park and a play area. There should be a good percentage of affordable homes.	The route shown is indeed only indicative. The current Traffic Study which is supported in the Plan will help determine the best routes.
106	Crewe lane will become an 'urban edge', not suitable for traffic.	The route shown is indeed only indicative. The current Traffic Study which is supported in the Plan will help determine the best routes. WDC Local Plan policies require open spaces and play areas, and also 40% affordable homes. The Policy has been modified to retain the trees and an urban edge along Crewe Lane. The current Traffic Study which is supported in the Plan will have to consider Crewe Lane's suitability for any increased traffic.
109	There is a need for a community centre/library in this part of town as older people can't always get into town. Current school building could be used (new library), can it be added to the map.	An additional Library in the town is most unlikely. Community facilities are in the Policy
111	Map 5.3 is not in Library and spine road is not on the map!	Map 5.3 was the Concept Map, which includes the Spine Road, and this is now only included in the text relating to Policy KP4
112	Need additional policy outlining specific proposed community infrastructure in new housing developments.	Details will emerge from designs and the WDC Development Brief
116	I am against the plan because there is too much housing planned and right beside the noisy A46.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
112	GP surgery/pharmacy is required on new site to avoid driving into town.	Discussions re GPs are ongoing. There is already a pharmacy in Leyes Lane
116	I object to closing the Woodside and moving sports facilities.	Under the present plans Woodside will remain as an island in the developments. Moving the sports facilities is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
163	What do the blue-dashed lines mean in the concept plan? A key would be useful.	Links via various routes
175	Green Corridor should extend the full length of Glasshouse Lane and include Green Lane to preserve the approach to town.	The concept map is only indicative and many policies aim to preserve green features.
176	There will be a need for a multi-purpose community centre near the new houses, along with a multi-faith church.	These needs have been included in a modified Policy.
177	Too many houses concentrated in one part of town. It is already congested and it is close to our busiest road!	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
183	A park is missing from the east, northeast side of Kenilworth. Moving the school is an opportunity to have park, flower beds, children's play area etc in the Leves Lane area.	There will certainly be public open spaces and play areas in the new developments
188	The plan does not define 'urban edge' which could be interpreted by developers in different ways. It is meaningless in such an important document.	The phrase is indeed ambiguous and has been changed in the Policy and explained better in the Commentary.
189	All this area has a visual character of a country lane. The 'green corridor' should copy this and extend all the way through.	The Policy has been strengthened to increase this protection and Policy KP19 is also very relevant
194	<b>HSE</b> response - there is potential for land allocated in your plan to encroach on consultation zones i.e. Major Accident Hazard Pipeline - HSE ref 7190 - Cadent Gas Ltd.	Checked with WDC and not an issue
199	I disagree with the plans, in particular with the amount of housing proposed in the east of the town. It will be disastrous for pollution levels. Why should this area take such a large proportion of the noise and upset?	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
202	Please plan to have a sound proof fence along A46 bypass.	There will have to be a sound attenuation barrier
203	Glasshouse Spinney not mentioned in plan. Leyes Lane shops will be insufficient to cater for new housing, need increased retail provision.	Glasshouse Spinney has been added. Shops are included in community requirement in Policy KP4
205	<b>WDC</b> - I have checked pipeline in HSE response, WM2411 pipeline does run past Kenilworth to the south of the town. However as NP is not proposing any new development other than in the Local Plan this should not pose any issues.	Response to #194
206	I object to using Thickthorn for building houses. We have few green spaces now and this will make it worse.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
209	That area of land is unsuitable for housing because of the carcinogenic A46 next door. as 005 but with alternative plan	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
213	When do these plans commence? Will this stop the horsefairs? Will footpath to Ashow remain? Where will rugby club relocate to? What infrastructure will there be for the new houses?	First planning applications already in. Although the horsefairs may cease at Thickthorn they cannot be stopped whilst using private land. Yes. Land East of Warwick Road Policy KP6. As in the WDC Development Brief and requirements of KP4
221	Symmetrically this is not the right thing to do. It is already the most densely built area and this will be exacerbated.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter.
222	I support the development of additional housing but access points are concerning, there should be access from the A46.	The Highways Agency who control the A46 as a nationally strategic route will not consider an additional access.
223	With 1500 houses there could be over 2000 more cars using Glasshouse/Birches Lane. The spine road should start on Thickthorn island and go all the way to Crewe Lane. I realise that a solution to cross the paths will be required but it will be worth it to find one.	A Traffic Study is in hand which will help determine the exact route.
225	This is a massive over-development in east Kenilworth but I hope there are lots of affordable houses.	WDC Policy will require 40% affordable houses

228	When the A46 was built, Thickthorn was deliberately left as a barrier and now they are going to build on it. Where is Health and Safety report confirming there is no danger to health?	The area has been approved for housing in the District Local Plan following an Examination in Public and air quality was one consideration. The Neighbourhood Plan cannot alter the location.
234	<b>KHAS</b> response: An architectural watching brief should be added to the area around Glasshouse wood as bulldozers can obliterate remains. Romano/British finds have been found in that area in the past.	The developer has been warned and we understand that some initial work has been done. The policy requires concern for historic aspects and the Scheduled Ancient Monument is obviously identified.
246	It should be clarified that Thickthorn Close will not be used for vehicular access to the new developments.	The protection of Thickthorn Close and other similar roads has been added to the Policy.
256	The 'spine road' should not be called such as it only goes part way through the developments.	The route shown is indeed only indicative. The current Traffic Study which is supported in the Plan will help determine the best routes.
256	developers will have no business need to build the 'spine road' so it probably won't be built.	The current Traffic Study which is supported in the Plan will help determine the best routes, and these will be a specific part of the Development Brief so they will be a crucial part of the planning permission.
259	<b>St John's church</b> response: Since Knight's Meadow estate was built in the 1980s it has been sadly lacking in community facilities. This plan affords an opportunity to put that right when the school moves from its current location. Play area, community centre, church, social group for older citizens etc.	Community facilities are included in the Policy and have been expanded to include places of worship
260	there is no access to the A46 on the plan except from Leamington Road, congestion will be horrendous	The Highways Agency who control the A46 as a nationally strategic route will not consider an additional access. The current Traffic Study which is supported in the Plan will help determine the best routes to minimise traffic effects
261	<b>Cafesby</b> KP4 should be flexible and not over-restrictive. The requirement for a comprehensive master plan is contrary to the local plan.	This has been changed to the WDC Development Brief
263	<b>WCC</b> concerned that independent access could lead to a proliferation of junctions	This will be covered in the WDC Development Brief following the Traffic Study in which WCC are involved
265	<b>KATG</b> Add that the design is based on a 20mph speed limit and give priority to pedestrians and cyclists	Policy modified with new paragraph added to give priority and require 20mph design on residential roads.
265	<b>KATG</b> Reword self-build to add custom build in line with the Self-build and Custom House Building Act 2015	Wording of the Policy altered to agree with the Act
267	There should be a community centre on the new site or on Leyes Lane	Included in the Policy in expanded form
271	Our concern is to ensure the continued provision of places of worship. KP4c should be changed to include these, also KP5 and KP6	Places of worship has been added to the possible community facilities required. The other sites are not considered large enough to justify such an obligation
281	KP4i is totally meaningless and implies that the current unacceptable volume of traffic in Birches Lane to be acceptable	This Policy has been modified. The spine road should relieve Birches Lane.
296	I strongly support policy KP4. Proud that Kenilworth is doing its bit	Noted
297	Please don't use Thickthorn Close as an access point for the new development.	Amenity protection has been added
300	Same as 261	This has been changed to the WDC Development Brief
304	The plan for the spine road is not a good one, it will load more traffic onto Birches Lane, see my plan for a spine road.	The current Traffic Study which is supported in the Plan will help determine the best routes, and these will be a specific part of the Development Brief so they will be a crucial part of the planning permission.
307	In the concept plan there is an amenity area behind the houses in Glasshouse Lane. I'm concerned for the security and noise if shops are built in this area that backs onto our garden.	This is a misunderstanding. No amenity area is planned there. It is the amenity of current residents which is being acknowledged.
309	I don't have a problem with the number of houses but not enough thought has gone into the traffic problems that will occur with up to 3000 new cars. There should be a road out onto Thickthorn roundabout at the A46.	This is part of the consideration in the current Traffic Study
312	As residents of Glasshouse Lane we want to register our concern about how plans will affect traffic on this road and Birches Lane. We need to see a plan that includes all accesses and speed control.	This is part of the consideration in the current Traffic Study
321	I support the plan for KP4 and reject the idea of the spine road going all the way through as this would threaten environmental objectives set out in the plan.	The current Traffic Study which is supported in the Plan will help determine the best routes, and these will be a specific part of the Development Brief so they will be a crucial part of the planning permission.
326	The new houses will be crucial for our families and future. This area is devoid of community premises and local transport. It is to be hoped that these will be provided as the town centre is too far away for children and older people. As a palliative medical consultant I know these resources are vital to wellbeing.	Community facilities are included in the Policy and have been expanded. Public transport has been added to the Policy.
330	We would like to ensure that there are additional local shops, a local community centre and facilities. What about a pub?	Community facilities are included in the Policy and have been expanded.
332	Impose a 20mph speed limit on developments	Added to Policy for design of residential roads
332	Safe access to education sites	Safety of access is a Local Plan policy not repeated here
332	Support to expand St John's School	Added to Policy KP5

332	Support need for Community Centre with model for governance	In expanded Policy but governance an operational matter for the future
332	Support spine road not linking through all the areas	Policy is indeed based on independent access
334	Can 'protection of the residential amenity of the existing development in Birches Lane be extended to include Thickthorn Close and Orchards?	Policy has been modified to include and protect these roads off Birches and Glasshouse Lane
336	Can 'protection of the residential amenity of the existing development in Birches Lane be extended to include Thickthorn Close and Orchards?	Policy has been modified to include and protect these roads off Birches and Glasshouse Lane
337	Can the rose beds in Thickthorn Close be protected as per Birches Lane	Policy has been modified
339	Please include provision for Thickthorn Close and the spinney behind it	Added to policy
341	Please include provision for Thickthorn Close rose beds and the orchard	Policy has been modified
342	Please include provision for Thickthorn Close rose beds and the orchard	Policy has been modified
343	Please include provision for Thickthorn Close rose beds and the orchard	Policy has been modified
344	Please include provision for Thickthorn Close rose beds and the orchard	Policy has been modified
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347	Please include provision for Thickthorn Close rose beds and the orchard	Policy has been modified
349	<b>Gleeson</b> Objects to the 5% set out in criterion e. It also may not be appropriate to create an urban edge along Crewe Lane ( <b>Savills</b> )	The 5% figure has been clarified to be of market housing and is backed by additional evidence. It is obviously to be finalised at the planning stage.
352	The spine road through the new development is essential. Not enough time spent at meeting on green issues, it should be high up on the list.	Noted
352	I came away from the meeting with concerns over Castle Farm, this issue should be openly addressed not secretly agreed to.	This policy has been greatly modified and strengthened after the Consultation
355	The plan is lacking in real detail regarding housing locations and types and insufficient integration between plans.	The Development Brief for the area is being prepared by WDC with input from this consultation and will cover these issues. Integration is indeed key.
357	The whole provision of KP4 should include Thickthorn Close especially the tending of the rose beds by residents.	Added to policy
370	Whilst the green corridor will be a valuable asset to the area the site should retain as many trees as possible.	This aspect has been strengthened in the Policy and also in Policy KP19
370	Development must be connected with the rest of the town with a highway strategy that allows a flow of traffic which mitigates congestion, pollution and noise.	The current Traffic Study which is supported in the Plan will help determine the best routes, and these will be a specific part of the Development Brief
372	This area will need a community hub. Why not keep part of the current school site to provide one as well as a play area.	The Policy requires provision of community facilities and the requirement has been expanded. The exact location is still unsettled.
375	There should be a safe crossing to the school particularly for bikes.	The Policy has been modified to require priority for cycles and pedestrians
375	Spine road also needs a sloped bridge to provide safe access to Leek Wootton	Not clear where this refers to
379	Provide space within the new development for a doctor's surgery	Policy modified to include possible medical facilities and further in additional commentary
392	Provision 1 should be amended to include Thickthorn Close to protect our rose verges. As a visually impaired person I would like WCC to review the decision not to put a crossina on Birches Lane which is hiahly danaerous for me.	Both these issues have now been addressed in the modifications to the Policy
393	<b>Framptons</b> Map 5.3 is referred to as a Policies Map whereas it is entitled a Concept Plan	The Concept Map has been removed from the Policies Maps and included in the text only, with the reference corrected.
393	<b>Framptons</b> To agree with the now adopted Local Plan the comprehensive masterplan should refer to a development scheme	The wording has been changed to agree with the Local Plan
	<b>Framptons</b> Employment land at Thickthorn should not be restricted to B1 and B2 uses	Not changed. This requirement is in line with the adopted Local Plan
	<b>Framptons</b> No evidence justifies 5% figure for serviced plots for self and custom build. The location cannot be controlled.	Changed by removing "at least" and adding "market housing" and additional evidence provided. Reference to masterplan and allocation have been removed
393	<b>Framptons</b> Wording on heritage assets does not follow National policies and is too restrictive	Wording has been amended to agree with National policies
395	Can we have an extra provision added for Thickthorn Close please	Thickthorn Close added to commentary
396	Can we have an extra provision added for Thickthorn Close please	Thickthorn Close now added to the commentary
398	Provision 1 should be amended to include Thickthorn Close. I also assume the wooded area at the west side of Thickthorn will be protected.	Details in this area have been added
400	Indication of a spine road is unclear and developers will ignore it if there is no master plan.	The current Traffic Study which is supported in the Plan will help determine the best routes, and these will be a specific part of the Development Brief so they will be a crucial part of the planning permission.

## KP5 Kenilworth School Sites

Response	Comment	Action
<b>23</b>		
5	The new school should be built on the Birmingham Road, away from the A46	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
11	Policy KP5 - No reference to maintaining mature trees or amenity to Gypsy Lane (public access to allotments). I would like to see a TPO on these	Protection of such trees is in Policy KP19
19	Could we have a school bus to avoid congestion	The Neighbourhood Plan supports all forms of transport; especially those such as school buses which could reduce car use and the congestion it causes
19	Insist parents wait no longer than 10 minutes	This would be a matter for the School to manage although parking restrictions on the highway are possible.
29	Schools should be centrally located to avoid parents using cars	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
44	New schools need to be in place before the new houses due to lack of school places	Balancing the timing is indeed crucial but not a matter for the Neighbourhood Plan which is essentially spatial.
57	How are children in new houses to be schooled?	The Plan includes the need for new Primary schools, and of course the new Secondary school on the Eastern development but the exact details are still under discussion by the Education Authorities
82	Anne Austin's parents used to own the land at 6th form college. Can there be a road named after her mother Kathleen Colvin Knight?	Not a Neighbourhood Plan issue but will be fed in to WDC and the developers
112	When the new school is built will it offer public facilities as it does now?	Intention is that it will, including sports hall
116	To close a perfectly good school and build a new one is crass!	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
178	The school is being moved too far away for most of the town. I hope there will be enough places for Kenilworth children.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
209	Kenilworth School should be built on land between Beehive Hill and Red Lane	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
265	<b>KATG</b> Both these developments to be designed with 20mph speed limit	New policy added for 20mph road standard
275	Uncertain about plans for St. John's school. Yellow on plan suggests there is more housing. Is school closing??	St John's School remains on its existing site. The housing site is the Sixth Form Centre of Kenilworth School
276	No provision for infant/middle school on eastern side	The Plan includes the need for new Primary schools, and of course the new Secondary school on the Eastern development but the exact details are still under discussion by the Education Authorities
276	New school is in the wrong place. Access is underestimated.	This is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. The School is totally in agreement with the site and it is their wish to move.
302	Moving the school further out will increase distance pupils have to travel & higher proportion of traffic	This issue is addressed in many policies and particularly KP9
316	Why not move Park Hill and Thorns into the current Kenilworth school building to give both schools great facilities and build smaller, more friendly housing developments.	Schools allocation is best left to schools but we are told that primary schools are better separated from secondary schools.
319	Have you thought about having 2 secondary schools with one not on land to east of Kenilworth??	This is a Strategic matter for the Education Authorities, the School and the District Local Plan, and outside the scope of the Neighbourhood Plan.
321	Instead of building a new primary school, St John's school should be expanded	This Plan supports that possibility
332	Maximum 20mph zone	New policy added for 20mph road standard
369	Having a new school could improve community facilities e.g. a theatre and sports facilities	Sports facilities will indeed be needed to replace the existing shared facilities. The theatre possibility will depend on the design and facilities which the School envisages.
391	I fully support measures to consolidate the schools. North Leamington school has shown that this enables a strong school to do even better.	Noted

## KP6 Land East of Warwick Road

Response	Comment	Action
	<b>10</b>	
15	We strongly object to any plans for development on the existing green belt land behind the cricket club. Our light and view will be affected. What compensation scheme will you be offering? The proposed sports facility is totally inappropriate for this area.	This location and its removal from the Green Belt is a Strategic decision in the Local Plan which the Neighbourhood Plan cannot alter. However the Policy KP6 has been strengthened to help protect the neighbouring established cricket club.
230	How many houses will be built by the cricket club? When the cricket club was built some years ago the sewage pumping station at Suncliffe Drive had to have its capacity increased to deal with the new housing estate. It seems likely that further capacity will be required, who will pay for this?	Nominally 100 houses. Foul sewage will indeed have to be pumped and the housebuyer will pay via the developer.
238	<b>Richborough</b> - The housing allocation is quite separate from the sports so there should not be a requirement for a comprehensive masterplan and there should be separate policies.	Agreed. The Policy has been drastically revised. The requirement for a comprehensive masterplan has been removed and the Policy has been split into the two areas A and B with appropriate policies for each. Modifications and additions have been made to reflect many of the suggested changes. Indeed some have also been used to improve policies on other sites.
247	<b>Richborough</b> - Offer a number of helpful rewording of specific policies	
248	<b>Richborough</b> - Claim that the Plan does not comply with national requirements and the Local Plan	The Plan has been altered in many areas to reflect the adoption of a new Local Plan by Warwick District Council in September 2017. We are assured by both WDC and our own consultant that the Plan is in compliance. Indeed the Neighbourhood Plan now suggests a roundabout
263	<b>WCC</b> Separate access may not be appropriate	New Policy added for 20mph road standard giving priority to pedestrians and cyclists
265	<b>KATG</b> add that the development is to be designed with a 20mph speed limit	New Policy added for 20mph road standard
332	Impose a 20mph speed zone	There are two existing bridges over the railway which may provide a route. There are indeed safety implications of multiple junctions on the Warwick Road and the commentary now suggests a roundabout
379	Cycle route Leamington Road/Warwick road requires sloped bridge and safe exit	The Policy has been separated to reflect the two land allocations and relevant uses
399	<b>Strutt &amp; Parker</b> Wants housing and sport policies to be split to comply with Local Plan as they are separate allocations	

## KP7 Abbey Fields

Response	Comment	Action
	<b>24</b>	
27	The wording on p49 'consideration needs to be given to future car parking in Abbey Fields' is vague. I hope it does not mean increasing parking	Policy against any more car-parking added
50	Consider impact of any development on Abbey Fields	The Policy is quite clear that any development will only be considered under very particular circumstances in this Scheduled Ancient Monument, but it is valued also as a recreational area which must be maintained.
61	Abbey Fields car park - I would like to see wording to make it clear that extra parking will not be allowed, parking would be relieved by a cycle track to the pool.	Policy against any more car-parking added
81	If you change the path in Abbey fields it will spoil the landscape, you will also have to do Constitution Hill. Why spend all that money?	The only plan is to widen for pushchairs to avoid the current mud
99	Don't need extra car park in Abbey Fields.	Policy against any more car-parking added
107	Wants a shared cycle path in Abbey Fields along existing path.	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
114	linking cycle routes through Abbey Fields should be the highest priority	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
141	At no point should another car park be built in Abbey Fields	Policy against any more car-parking added to KP7
147	Map shows a car park on Castle Road side of Abbey Fields, I am completely opposed to this.	Policy against any more car-parking added to KP7
195	I oppose any ingress of carparking into Abbey Fields and reject carparking off Forrest Road into Abbey Fields	Policy against any more car-parking added to KP7
204	We support the preservation of Abbey Fields as a key resource for health and enjoyment	Noted
208	Map KP14G indicates carparking in Abbey Fields off Forrest Road	Policy against any more car-parking added to KP7
214	A5 indicates carparking by Brookside in Abbey Fields	Policy against any more car-parking added to KP7
216	Concerned about KP14G carparking in Abbey Fields	Policy against any more car-parking added to KP7
220	Disagrees that it is difficult to find a suitable safe route for cycles through Abbey Fields	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage. The experts have not been able to find a safe route to Sustrans standards.
251	Cycle route through Abbey Fields should be confirmed as undesirable	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage. No decisions have been made and any plans are only indicative.
262	Having a dedicated cycle route through Abbey Fields is a poor decision.	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage. No decisions have been made and any plans are only indicative.
270	<b>KAAC</b> response: We welcome Policy KP7. The statement to 'work with WDC to create a management plan for Abbey Fields' is particularly welcome as it has been difficult to establish who at WDC is responsible for which aspect of Abbey Fields.	Noted
270	<b>KAAC</b> is not opposed in principle to a cycleway in Abbey Fields (although it is contentious) but we would accept one that did not damage the scheduled monument.	Supports policy as written
270	<b>KAAC</b> Historic maps - outlines only the Abbey Gatehouse giving the impression that the Barn is not a listed building. It would be helpful to also outline the Barn in purple. The colour of the font of 'St Mary's Abbey Ruins' could be changed to purple to emphasise the significant status of these ruins.	Will attempt to make the map clearer
270	<b>KAAC</b> The medieval culvert which runs across Abbey Fields is also a historic structure and ought to be identified as such.	Underground features of the Abbey are not identified on this map
292	Concerned about Castle Road parking in Abbey Fields	Policy against any more car-parking added to KP7
332	Add other bodies to development of proposals	Commentary modified
375	Cycle route across Abbey Fields is essential.	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
403	Include the current master plan. The masterplan is out of date and needs to be reconsidered to accommodate future needs. Biodiversity should not be maintained, more usable space will be required.	To include the current masterplan would be likely to cause the same confusion which the Concept Plan has caused as people take it to be the future. Some of the wording in the Policy and commentary changed as suggested

## KP8 Castle Farm

Response Comment

Action: Because of the intense Resident reaction to this policy it has been almost totally rewritten relating to cover public access to the building and grounds, Scouts and Guides facilities, vehicle access routes, need for traffic study, protection of residential roads from traffic and parking, car and coach parking, preservation of Green Belt, building in the Green Belt, noise, lighting, amenity of neighbours, boundary treatment and the associated commentary has been increased in explanation. To save space only key words are picked out below in most cases. Similarly the location and use has been determined after examination in public as a Strategic decision in the recently adopted District Local Plan, which the Neighbourhood Plan cannot alter. This is indicated simply by "Strategic Policy"

130

31	Concern regarding Castle Farm development: Traffic, access to new club, night matches, club house and parking	Traffic, access routes, lighting, building, parking
50	I disagree strongly with the plans to move Wardens here. Risk destroying green belt and country feel for walkers. Has an ecology survey been done? It is unacceptable to lose our open space.	Strategic Policy
51	I don't want to see Castle Farm spoiled by developing it into Wardens cricket club.	Strategic Policy
53	It would be better to leave the sports clubs where they are and use Castle Farm for housing.	Strategic Policy, Castle Farm is in a sensitive area near the Castle and has access problems
67	Capacity of John of Gaunt Road is inadequate for increase in traffic volumes, new junction will be dangerous, parking is inadequate now and speeding is a problem	Traffic, parking, speeding
68	Maintain public access to fields, need adequate parking, preserve natural elements, consult with neighbours on detail	Access to fields, parking, environment
74	This design is too constrained by the estate roads to be a significant sports complex. Access is impossible, need to retain sports pitches for public use.	Traffic, access routes, public access
75	Excessively worried about Castle Farm development. We will lose woodland, trees, hedges, pedestrian access and get general environment problems, lighting, noise etc.	Environment, public access, lighting, noise
76	This is of great concern. They must not fence in an area that is open to the public. Parking and access is bad already, this will be dangerous. Wardens should stay where they are.	Public access, parking, traffic, Strategic Policy
83	They should not open up the road at the end of JoG as the road is busy at all times. Kids are at risk.	Traffic, safety
86	JoG and Fishponds must not be used for access to the Wardens, these roads are already a rat run. Make parking on site free to stop on road parking. Carry out traffic survey.	Traffic, access routes, parking, traffic survey needed
87	Public fields must not be fenced. Club house must be away from residential buildings with low flood lights. Concern with noise of late night functions.	Public access, building, amenity, lighting, noise,
88	Wildlife must be protected, public access retained, floodlight restricted, traffic survey done, sufficient parking, look at alternative access, restrict speed limits.	Environment, public access, lighting, traffic survey, parking, access routes, speed limits
89	Happy with Wardens moving there but preserve the current building for public use, and the skateboard and petanque areas. Access and parking are an issue.	Public access, parking
90	Greatest concern is traffic management as this will increase when Wardens moves there. Entrance from Castle road would be an advantage. Netball courts and running track would be of benefit to all.	Traffic, access routes. Would welcome enhanced facilities. Details of the forthcoming Leisure Study added to commentary
?	The road at the end of JoG rd should not be opened up, children will be at risk	Traffic and access routes
100	Fencing off the land will destroy free access by walkers and cyclists. Clubhouse should be well away from residents. Residents should be consulted.	Public access, building
103	Access looks difficult and dangerous. Cars park now on our grass verges and will get worse. Roads are unsuitable for more traffic. Public access must be retained.	Traffic access routes, parking, public access
104	Access will not be sufficient through JoG & Fishponds, find alternative. Club site must be self-contained away from residents but preserve access for walkers and wildlife.	Traffic access, public access, residential amenity, wildlife
105	Retain public access, development should be in harmony with local character, residents need to be away from noise and light pollution. Do a traffic study.	Public access, building, residential amenity, noise, lighting, traffic study
110	Traffic congestion, destruction of the environment, less public land for children to play on. Keep footpaths, bridleways and access.	Traffic, environment, public access, footpaths and bridleways
113	Wardens is using the move to expand, this should not be allowed to happen. Access is unacceptable, adjacent to nursery school and parked cars. A fence will not stop burglars but it stops walkers accessing the site. Floodlights must be carefully designed. No spectator stands looking into our property	Public access, vehicle access, lights, amenity of neighbours
120	No floodlighting	Lighting
122	Preserve the site and open access to dog walkers.	Public access
123	A new road from Castle Road would help but not access from JoG or Fishponds	Vehicle access
124	Sports facilities should be nearer the school not across town. Stated access is not adequate for coaches, need a full traffic study	Strategic Policy, vehicle access, traffic study
125	Wardens wish list is 50% more than they have now. They must not charge for parking or on street parking will get worse. Speeding will get worse. Access should be from Castle Rd.	Parking, speeding, access route
126	Retain all public access to present parts of Castle Farm	Public access
127	No new access from JoG, no expansion of traffic volumes at Fishponds	Traffic, vehicle access

128	Concerns with access and parking	Vehicle access, parking
129	Fields 1 & 2 must be available to the public. All public rights of way maintained. No fencing off.	Public access
130	New clubhouse to be away from residential buildings. Floodlighting a concern. Sufficient parking	Building, lighting, parking
131	Concerns with access and parking, loss of wildlife, loss of sports facilities, loss of public access to our fields, noise and light pollution.	Vehicle access, parking, wildlife, public access, loss of sports facilities, noise, lights
132	Concerns with access and parking	Vehicle access, parking
133	Concerns with access and parking, loss of wildlife, loss of sports facilities, loss of public access to our fields, noise and light pollution.	Vehicle access, parking, wildlife, public access, loss of sports facilities, noise, lights
134	Concerns with access and parking, loss of wildlife, loss of sports facilities, loss of public access to our fields, noise and light pollution.	Vehicle access, parking, wildlife, public access, loss of sports facilities, noise, lights
135	We have a cricket club close by already, is there no other land close by where it is now?	Strategic Policy
136	Parking is a real concern. Bank Holidays & Fireworks causes parking chaos now, this will be constant.	Parking chaos
139	It should be permitted only if they preserve openness & wildlife and not conflict with residents by overparking, development & detriment to amenities.	Environment, building, parking, residential amenity
143	A clause to protect existing housing from an unsightly building, noise and light should be added to the plan.	Building, lighting, noise
144	If there are cricket pitches on the fields then they are not accessible to the public at weekends. Grounds should always be accessible.	Public access
144	Policy KP8 should say existing facilities AND GROUNDS are made accessible to the public	Public access
148	A large service road is required to take coaches, trucks and member's cars. The current access shown on the plan is not adequate. The service road should be from Castle Hill.	Vehicle access, access routes
150	Concerns with access and parking	Access, parking
152	Access should be by a purpose built service road from Castle Hill	Vehicle access route
154	No area of the grounds should be fenced off, they are public amenities and need to remain such	Public access
155	Floodlights are a concern - close to the Castle and residential areas, they should not be permitted.	Lighting
156	Public access must be maintained, it should not be private members club. This would be a misappropriation of PUBLIC space. Wardens need to purchase or rent land from neighbouring farmers	Public access
157	This is over development of Castle Farm and has a big impact on residents. More sensible to site it near schools.	Strategic Policy
158	I am against opening the cul-de-sac as an access road to the Wardens. Accidents happen there already. The woodland is subject to a WDC protection order.	Vehicle access route. Specific access removed from Policy
159	It is wrong to have this club so close to dwelling houses, Castle Farm should be kept as it is, for the public.	Public access, residential amenity
160	Must consider alternative access ideally from Castle Road, that would affect 10 houses, not 200.	Vehicle access route
166	Disagree with access to Castle Farm, it needs reworking.	Vehicle access route
168	Tighter guidelines are required around: retention of full public access, no floodlighting after 9pm no music after midnight, clubhouse away from houses. no further expansion to site	Public access, lighting, amenity, building, limit to expansion. Establishing a boundary was part of original policy.
173	Concerns with access and parking, loss of wildlife, loss of sports facilities, loss of public access to our fields, noise and light pollution.	Vehicle access, parking, wildlife, loss of sports facilities,
178	100 parking spaces is not sufficient, there will be more on-road parking. The far field must be left as open space.	Parking, public access to open space
179	Great concern regarding the traffic and take-over of public land by a private club. Need to have free access	Public access
181	The plans turn Kenilworth into a town of two halves. Sports on one side, housing and schools on the other. Access to the expanded sports facilities is inadequate.	Strategic Policy, vehicle access
185	I disagree with recommendation to provide entrance via JoG road. Narrow road that won't support extra traffic. Residential street with parked cars. Speeding. I live by that junction and access to my property will not be safe.	Vehicle access route, safety. Specific access removed from Policy
186	Plan needs to be more restrictive with respect to Wardens move to Castle Farm. Access cannot be where stated on plan. Current facilities must remain free for public use. More as above.	Vehicle access route, public access
187	Join up the plans, don't view them in silos. Traffic on JoG and Fishponds, remain open access, car parking, light and sound pollution. What about other uses?	Traffic, public access, parking, lights, noise
187	Clash of users at Castle farm carpark	Parking major issue at Castle Farm
191	Suggestion from WDC re wording on access and car parking.	Incorporated
195	Fundamentally I oppose the further development of Castle Farm and expressly the relocation of Wardens. More.....	Strategic Policy
198	I submit my objection to the KINP in consideration of Castle Farm	Strategic Policy
200	Is this move subject to future agreement with Wardens? This is a worrying plan for residents of JoG and Fishponds	
204	we support the relocation of Wardens to Castle Farm	Noted
229	The plan correctly identifies Scout & Guide organisations are the biggest charitable and community organisations in Kenilworth but says that current centre will be retained. An increase of 20% in residents will add significantly to the number of young people wanting to take part in scouting and guiding. New places will be required! A requirement must be included in the Housing Policy to provide suitable community facilities and contribution made to the cost of extending Castle Farm facilities	Comments and Policy KP8 have been to recognise the possible change in location and facilities for Scouts and Guides etc. Community facilities, but not specifically Scouts and Guides have been expanded in Policy KP4,
237	Roads around Castle Farm need to be made larger to accommodate larger vehicles. May need restriction to residents only permits	Traffic, residential roads
242	I disagree with any plan to enlarge Castle farm	Strategic Policy
243	We are registering a formal objection to KINP relating to land set aside for Kenilworth Wardens. Noise, nuisance, traffic, congestion etc.	Noise, nuisance, traffic, congestion
245	Most people would accept a small extension to Castle farm but not total move of Wardens. The interpretation used is complex and simplistic.	Strategic Policy
246	Disagree with plan to enlarge Castle Farm, parking, traffic etc.	Parking, traffic
249	Wildlife and trees must be protected in the Castle Farm area. Can the Wardens not be sited nearer to the school?	Environment
249	The list of protected woodlands has not included a TPO on trees in Castle Farm area	Existence of TPO has been added to commentary on KP8
250	The basis of WDC approval for this expansion is being ignored by Wardens for their own commercial interests. The plan is not joined up with the school...more	Commercial interests are not relevant to spatial planning.

252	Not supportive of Castle Farm move	Strategic Policy
253	Not supportive of Castle Farm move	Strategic Policy
254	Expansion of Castle Farm will be supported if facilities are made accessible to public, scouts and guides are retained, separate entrance for new facilities but not JoG or Fishponds	Public access, Scouts and Guides, vehicle access routes
257	Remove the statement for entrance from JoG to new access from Rouncil Lane or Castle Road	Vehicle access route. Specific access removed from Policy
263	<b>WCC</b> Need more details before commenting	The modified policy calls for a comprehensive traffic study
266	Access is dangerous, woodland and wildlife will be destroyed. The land can be developed in a positive way with more thought and consideration for residents.	Access safety, environment and wildlife, residential amenity
267	Access and traffic flow needs further consideration	Traffic, vehicle access, traffic study
269	Speed is a problem at Rounds Hill, JoG and Fishponds and this problem will increase if extra traffic	Current issue of speeding, extra traffic
279	No fencing should be allowed on Field 2, clubhouse should be in Fields 3, needs adequate car parking, traffic calming measures will be essential. We have lost 4 cats to speeding cars	Public access, parking, calming measures
284	Access road as depicted on plans should not go ahead, needs thought. Map does not show where car parking will be. 100 spaces will not be enough.	No plans showing access in this Neighbourhood Plan
285	I don't support the plans to give Wardens exclusive use of half the current land and enclose it with a large fence. It is used by local teams and dog walkers. To sell it off to a private club would be unforaiveable.	Public access
287	Plan needs to be more restrictive with respect to Wardens move to Castle Farm. Access cannot be where stated on plan. Current facilities must remain free for public use. More as above.	Public access. No plans showing access in this Neighbourhood Plan
288	Plan needs to be more restrictive with respect to Wardens move to Castle Farm. Access cannot be where stated on plan. Current facilities must remain free for public use. More as above.	Public access. No plans showing access in this Neighbourhood Plan
289	Plan needs to be more restrictive with respect to Wardens move to Castle Farm. Access cannot be where stated on plan. Current facilities must remain free for public use. More as above.	Public access. No plans showing access in this Neighbourhood Plan
290	Wardens explained that field 2 will be fenced off but this is used by the public for dog walkers and public access must be maintained. Please preserve ponds in their present form and protect our bats and crested newts.	Public access, environment, wildlife
291	These plans are far too big for that space and the parking spaces will not be enough, creating dangerous parking on narrow roads. There is no need for a running track or large stand.	Parking, Building, scheme too big, no running track or large stand needed
293	The clubhouse must be sited as far away from housing as possible	Building, residential amenity
294	If there are cricket pitches on the fields then they are not accessible to the public at weekends. Grounds should always be accessible.	Public access
294	Ban the charging of carparking on Castle Farm	This is an operational issue. No charge at present
295	A purpose built service road should be built, large enough to take coaches, this should be from a roundabout on Castle Hill	Vehicle access route
301	Concerns regarding Castle Farm. Traffic is already dangerous with speeding etc. Access away from Jog & Fishponds would be safer. Car parking should be adequate and free to stop people parking on our narrow roads. I am also concerned about losing our public space, i.e. footpaths	Traffic, speeding, vehicle access route, parking, public access, footpaths
303	Any building must not be allowed to dominate the skyline. Brookside already has much increased traffic and this will get worse.	Building, traffic
306	How will the roads around Castle Farm cope with the increase in traffic? I also don't want our public land fenced off, or floodlights. It all needs more thought.	Traffic, public access, lighting,
308	Comments on traffic, parking, access, loss of facilities, floodlights, fencing etc	Traffic, parking, access, loss of facilities, lighting, public access
310	No woodland should be destroyed particularly our ancient trees. Flooding is a concern here so needs investigation. Floodlighting will be invasive and traffic congestion worse than now.	Woodland (see Policy KP19), flooding (new Policy KP22), lighting, traffic congestion
311	An additional policy should be added to state that all areas that are accessible now should remain so. Footpaths and bridleways should also remain. Serious consideration must be given to traffic calming measures.	Public access, footpaths and bridleways, traffic calming
315	I disagree with proposals to add a new access road from JoG. There is adequate access from Fishponds.	Vehicle access route. Specific access removed from Policy
319	Not only will there be increased traffic from Castle Farm but also from the proposed development on the site of the 6th form school.	Traffic
323	Wardens should be made to maintain public access and put forward a sustainable traffic plan.	Public access, traffic plan
325	I am uncomfortable with the transfer of so much public recreational land and woodland at Fishponds. The site seems significantly larger than what they actually need.	Policy KP19 refers to resisting loss of open space
332	Existing facilities made accessible as at present, Planning application to include financial sustainability, relationship strategy with residents, suitable proposals for road safety	Public access, need for financial sustainability at planning stage, residents amenity, traffic safety supported by requirement for comprehensive Study
348	Remove the access road from JoG. Replace with a new road via Fernhill Farm. There is already access from there to Field 3. The landowner who owns this land also owns the right of way.	Vehicle access route. Specific access removed from Policy
356	Increased numbers of residents need more open space not just more sport, fields at Castle Farm need to remain unfenced.	Public access
359	<b>Petition to safeguard current Castle Farm facilities and grounds and ensure access is not provided via the side roads. Signed by 292 people</b>	Public access, traffic, vehicle access routes
360	KP8 - Access cannot be via JoG road due to tree preservation order.	Existence of TPO has been added to commentary on KP8
362	Planned access is inappropriate. It should be from Castle Road or Rouncil Lane	Vehicle access route
363	The plan is incorrect. There are two local association football clubs in Kenilworth, KIFC and Kenilworth Wardens Cricket Club.	Corrected in Section 2
365	KIFC have as much right to access these pitches as KWCC. It is clear that KIFC are being marginalised. How will these pitches be offered for rent as we use them all the time.	KIFC added to Section 2 and also to the commentary of this Policy KP8
366	The clubhouse must be sited as far away from housing as possible.	Building, residential amenity
373	We will support if the grounds remain accessible, the new club is sited far from housing, a new access road is planned, enough car parking facilities are provided.	Public access, building, vehicle access route, parking
377	As a resident I am concerned with access to the new club. Our roads have become an 'outer ring road' used by cars, heavy lorries and tractors. Even the bus route has ceased due to parked cars on the narrow roads.	Traffic, vehicle access
378	I am in agreement with the views expressed at the meeting at St. Francis church regarding traffic and access to the new club.	Traffic, vehicle access

380	The plan needs to be more restrictive with respect to the Wardens move to Castle Farm.	Policies revised to be more restrictive
381	We are very concerned about the amount of traffic in the surrounding residential area.	Traffic
383	We are concerned about the lack of transparency over certain areas of the plan. We do not support this move. Why do developers have so much control? Have we really got a voice on how our money is spent?	Strategic Policy
384	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
385	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
386	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
387	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
388	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
389	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
390	KP8 should be rewritten to allow complete access of all land, facilities are accessed via a separate entrance, the new access will not be from JoG or Fishponds.	Public access, vehicle access routes. Specific access removed from Policy
391	Response from Rt Hon Jeremy Wright QC: I am concerned about the management of traffic and parking at the Castle farm site. I believe these have been underestimated by WDC and WCC. Those who live there will expect proper consideration to be given to this.	Traffic, parking, residential amenity
403	What do Wardens consider to be adequate parking? Can we have a map showing access points?	Vehicle access, parking. There is no defined access plan in the Neighbourhood Plan.
404	I object to larger outdoor facilities relocating to Castle Farm.	Strategic Policy

## KP9 Traffic

Response Comment

Action: This policy attracted the most town-wide comments with many different comments reflecting common themes such as need for overall plan, general traffic congestion, specific site traffic issues, concern for additional traffic, need for by-pass, spine road effects, junction improvements. These are highlighted below together with individual comments where appropriate. These comments have enabled the policies to be strengthened and in one case rewritten. Support has been added for the need of a comprehensive traffic study. Additional information has also been added in the commentary. Where responses are very site-specific they have been included with that policy to avoid duplication.

93

8	There needs to be more thought & design for new roads, the town will become blocked and polluted	Conaestion, study
13	Additional traffic will be generated with extra housing, provide more bus routes around the town	Additional traffic, public transport added to site Policy KP4
16	Traffic to and from Leek Wootton will become unbearable, queues are bad now.	Plans exist to improve St John's gyratory and the Rouncil Lane junction is already in the Plan. The Housina development is seen as sustainable.
17	No real provision for increased congestion.	Congestion
23	Need a provision for a ring road around the town or we will have traffic chaos	Congestion, the A46 provides the bypass, but cannot help the internal traffic.
25	Most concerned with traffic, Rouncil Lane/Warwick Rd and A452	There are schemes plan as listed in the Plan at both Thickthorn and the St John's gyratory
28	Opening paragraph of KP9 is great but does 'improve traffic flow' mean speeding up cars?	Keeping the traffic moving to avoid congestion and pollution. Includes all forms of traffic.
30	Concern about volume of traffic	Additional traffic
32	Largest problem is traffic, new roads must be considered very carefully, new development must go onto A46	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
33	Plan has no validity without proposals to manage increases in traffic	Additional traffic
38	Southcrest Farm is a concern with even more cars and bottlenecks	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments
39	Traffic will use Leyes Lane to the detriment of residents in that area.	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments
40/223	Spine Road should start at the A46 and go all the way through to Crewe Lane, the paths should be underpasses	The spine road is still only indicative. A Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
41	With 1500 houses, there could be over 2000 more cars using Glasshouse/Birches, spine road should go all the way through	Additional traffic, the spine road is still only indicative. A Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
43	Concern about traffic crossing Birches/Glasshouse Lane particularly as there is no crossing.	Crossing idea added to commentary to KP4
53	Kenilworth is a residential town and therefore it is wrong to use it for the overspill ensuring more travel than is necessary.	Strategic Decision in Local Plan
55	Need more real detail of solutions to traffic around the whole town.	The Plan and the Consultation has already raised the profile of the issues which the developers and the highways authority need to address. Ideas have already been discussed and a Traffic Study is underway.
57	Big concern about traffic accessing A452	A Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
58	NP does not make clear the nature of the 'spine road', it could be a rat run.	The spine road is still only indicative. A Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
69	Will cause too much traffic on a dangerous corner and allow access to Third Age travellers.	Additional traffic
71	Extremely concerned about extra traffic at bottom of Rouncil Lane & St. John's.	Additional traffic, signalisation of St John's and improvement of the Rouncil Lane junction are in the Plan
73	Very concerned about volume of traffic on Crewe Lane, width of road is unsuitable and speed too high.	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments and the capacity of Crewe Lane is one of the considerations.
79	Traffic along Glasshouse Lane will need to be calmed and needs a crossing.	Roundabout junctions are already being proposed to slow traffic
84	Traffic issues are of huge concern.	Additional traffic

85	I would like to see a detailed plan of the infrastructure please	Development Brief is following a Traffic Study
91	Carbon emissions are detrimental to health; no access to Birches Lane, dangerous exit to Thickthorn island	Air quality comments added, a Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
92	Increased traffic will be a major issue and increased congaestion.	Additional traffic, congaestion
93	Whole town should be a 20mph zone to improve safety	Support for a speed policy added to Town Centre and new developments.
94	Need clarity on access roads on new development, St. John's gyratory is a nightmare now.	Additional traffic, signalisation of St John's and improvement of the Rouncil Lane junction are in the Plan
95	Concerns about increase in traffic with new developments, particularly St. John's and 6th form development.	Additional traffic, signalisation of St John's and improvement of the Rouncil Lane junction are in the Plan
96	Traffic volumes on A452 already high, need to know what improvements are planned. WCC must demonstrate a robust case!	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a key part of this.
96	WCC must demonstrate a robust case that road safety will not be compromise	Noted
115	Birches Lane was exactly that, a Lane! It is now an arterial road but it hasn't changed since 1953, new houses will case serious problems	Additional traffic
121	NP has not taken into consideration the major problems of access and the danaers of increased traffic	Additional traffic
137	One road into Thickthorn is not enough. Should be another into the Employment part	A Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
140	Road junctions and traffic calming should be improved in the whole of St. John's area.	Signalisation of St John's and improvement of the Rouncil Lane junction are in the Plan
151	Junction at Forrest Rd, Borrowell Rd and Brookside Ave is very dangerous	Added to the list
162	Concerned about increased traffic on Glasshouse Lane	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments and the A46 junction is a key part of this.
169	Plan is not strong enough about traffic disasters that will follow.	Additional traffic, major problems
170	Increased traffic volume and flow needs more thought	Additional traffic, study
172	Concern about increased traffic and access on A452	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a key part of this.
184	Consider traffic congestion and how it can be effectively managed	Congestion
196	Min concern relates to traffic flow, no signs of an integrated plan, this should be a strating point!	Study
201	Increased traffic on Leyes Lane, dangerous crossing on Glasshouse Lane	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments
207	How are the local road networks going to cope with and extra 4000 vehicles? Could we have a 2nd vehicle bridge over the A46?	Additional traffic, improvementsaredesigned for the Stoneleigh A46 junction and planned for Thickthorn.
209	All roads around the new development will become choke points	Conaestion
221	Eastern development will create major traffic issues as flow is already problematic	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments
224	Could be a problem with traffic from Leamington turning right into the spine road.	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a key part of this.
225	Massive amounts of extra traffic using Glasshouse Lane/ Birchaes Lane to Thickthorn island, already hold-ups now	Congestion, a Traffic Study is already underway for the effects of the Eastern developments
226	I live on Birchaes Lane which is always seriously glued up with traffic, this will add to the pressure.	Congestion, a Traffic Study is already underway for the effects of the Eastern developments
227	First step must be to ask the Highways Authority how they are going to create new junctions, traffic lights etc.	Dialogue already underway resulting in some plans already as outlined in the Plan
228	Having experienced the traffic at Horsefair time, it is loacal to expect the same when the houses are built. Nightmare scenarios!	Conaestion, maior issues
232	With increased housing and a super-school there will be major traffic congestion at Birches Lane, Farmer ward Rd, Moseley Rd,Windy Arbour, Dencer Drive, Leves Lane, Crewe Lane and Glasshouse Lane!	Congestion
240	Insufficient emphasis on road safety, needs better input on crossings, railings and pedestrian paths.	Road safety issues raised
241	Hidcote Road/Glasshouse Lane should be identified as requiring action, the addition of new houses will exacerbate the matter.	Additional traffic, this junction already identified
251	Can KNP say where new road junctions will be and what improvements there will be.	Some improvements already identified and included. Others will come fom comprehensive Traffic Study.
251	Can we have a Western bypass?	Unlikely in the lifetime of this Neighbourhood Plan. New road concept from A46 at Stoneleigh may help relieve some traffic
251	Public transport must be improved.	Public transport included in the Plan but ultimately a commercial matter
258	Town's infrastructure is already a weak point and will be exacerbated by the extra traffic, I am surprised there is no road plan	Additional traffic, a Traffic Study is already underway for the effects of the Eastern developments. Comprehensive Study souaht by modified Policy
263	Should KNP contain proposals that require changes to highways these will need to meet relevant criteria and be subject to consultation	Yes, changes coming from WCC Highways will have to follow normal procedures but many will be supported by policies in this Plan.
265	<b>KATG</b> Replace second paragraph with suggested wording regarding new traffic, additions to the road system, priority to pedestrians and cyclists, traffic flow and public transport	This paragraph of the Policy has been completely rewritten to reflect these suaestions and points made elsewhere.
268	Plan is fundamentally unacceptable and is inadequate on traffic issues on Warwick Road.	Plan calls for comprehensive Traffic Study

273	Warwick Road is already dangerous for traffic turning right from Newey road. Access to new developments should be shown on the plan.	Additional traffic, signalisation of St John's and improvement of the Rouncil Lane junction are in the Plan. Details of access will be finalised at the outline planning stage.
275	Traffic on Birches Lane/Glasshouse Lane/Warwick Road is already gridlocked at peak times, new development will make it worse.	Additional traffic, congestion
276	NP states that 'traffic needs to be addressed' but when and by whom?	Traffic issues are essentially a WCC Highways matter. They are very much involved already
283	Huae uplift in HGVs goina throuah town. Should observe '20 in plenty'. Increase speed bumps and pedestrian crossings.	HGV traffic remains a low proportion.
286	Serious concerns about traffic along Leamington Road which is already busy and dangerous to walk along with our two children.	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
299	Traffic on Birches Lane has incresed steadily every year for 28 years. It is imperative that new traffic is kept away from this road.	Additional traffic. The spine roadshoudl relieve some of the congestion.
302	With the major expansion a significant number of junctions will need to be upgraded with improved access to A46 and Kenilworth Rd.	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
313	The proposed development in the east of Kenilworth will create a potentially unmanageable traffic situation. Total Gridlock!	Congestion, a Traffic Study is already underway for the effects of the Eastern developments
317	<b>Highways England</b> response: The potential impacts on the A46 needs to be considered. The proposed allocation sites next to the A46 will require further assessment of their impact on the A46. Any potential boundary or environmental factors on the SRN are also required to be considered.	The Traffic Study will consider these aspects which were covered in the Local Plan Enquiry
320	At the public consultation KTC were badly let down by WCC as they have no traffic management plan in place. A most unsatisfactory outcome for the town and its residents	Noted. Ironically the meeting was possibly a benefit to the Town.
321	The plan should signal a firm commitment to 20 mph speed limits in new developments.	Now included in relevant policies.
324	Developers at Thickthorn should be made to work together on a decent spine road	A Traffic Study is already underway for the effects of the Eastern developments
327	We are concerned about where access routes the the development of the 6th form site on Rouncil Lane will be.	Details of access will be finalised at the outline plannina stage.
329	The plan does not adequately address traffic issues.	The Plan highlights the problems which WCC Hoghways have to solve. Following support from the consultations it has been considerably strengthened
330	Ensure Crewe Lane is widened to facilitate 2 way traffic with ease. Dalehouse Lane, Common Lane and Crackley Hill all need consideration	A Traffic Study is already underway for the effects of the Eastern developments
331	Long term consideration of road infrastructure will be required to address busy rat runs and substantial traffic	The Policy calls for a comprehensive traffic study.
332	Priority in first paragraph undermined by second paragraph	Priority now emphasised in Policy. Second paragraph is statement of what is currently planned, hence the need for further additions as detailed
332	Add Fishponds Road/Siddeley Avenue and Windy Arbour/GlasshouseLane to junctions	First added, second already in the list
333	Access to Thickthorn development is key to how this will impact the town. Birches Lane and Glasshouse Lane should be avoided.	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
335	The plan is a 'plan for gridlock' at peak travel times. WCC said their projections show no problems with traffic at peak times, I have no confidence in this	You are not alone! Sadly only time will tell. A Traffic Study is already underway for the effects of the Eastern developments
340	Speed humps should be removed from public roads; stop community speed-watch and make speeding a policed offence, also cyclists riding on pavements	Policy KP1 rejects speed humps as a means of controlling speed
346	12 more dangerous junctions should be added to Policy KP9 JoG to Fishponds, Scott Rd to Oaks Rd, Brookside Ave to B4103, Brookside to Siddeley Ave. Percy Rd to Rounds Hill, Oaks Rd to Rounds Hill, Caesar Rd to Fishponds, Mortimer Rd to Rouncil Lane, Greville Rd to Brookside, Siddeley Ave to Fishponds, Brookside to Fishponds, Randall Rd to St Nicholas Ave, Queens Rd to St Nicholas Ave	Brookside to B4103 and Fishponds Road to Siddeley Avenue have been addedto list but the others are not added as they are normal estate road junctions and there are dozens of similar ones in the town.
348	6 more dangerous junctions should be added to Policy KP9 Greville Rd to Brookside, Rounds Hill to Percy Rd, Rouncil Lane to Warwick Rd, Fishponds to Siddeley, Siddeley to Willoughby Ave, JoG to Fishponds.	Rouncil Lane to Warwick Road is already in the list and Fishponds Roadto Siddeley Avenue has been added, but the others are not added as they are normal estate road junctions and there are dozens of similar ones in the town.
354	There is a need to have a specific transport master plan for Kenilworth, with 2000 more houses the current congestion will get worse. Warwick Road should be pedestrianised.	Congestion. The Policy calls for a comprehensive traffic study. Pedestrianisation remains an aspiration as there is no capacity for thedisplacement of traffic
361	Mitigation of the impact of road traffic is one of the principal areas lacking in the current plans. We should protect our town from congestion and improve the air quality.	Congestion. Air quality policies and commentary added to the Plan.
368	Will the speed limit change on Leamington Road? Is there an entrance to the new site on Leamington Road which is already congested?	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
369	Judicious use of curved roads and block paving should be used to avoid speeding and rat runs.	The policies require residential roads to be designed to 20mph standard by such features.
374	Providina homes a mile from the town centre will encouraae more people to drive into town where most people currently walk.	This indeed a major concern Realistically people will have todrive more.
374	The increased congestion on the A452 will drive people to use Leek Wooton to get to the A46. Needs a well-thought-out plan.	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
379	There is a major traffic conflict issue where the spine road emerges into Leamington Road	A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a kev part of this.
382	6 more dangerous junctions should be added to Policy KP9 Greville Rd to Brookside, Fishponds to Siddeley, Siddeley to Willoughby, JoG to Fishponds, Rounds Hill to Percy Rd, Rouncil Lane to Warwick Rd.	Not added as they are normal estate road junctions and there are dozens similar in the town.

397 The increased congestion on the A452 will drive people to use Leek Wooton to get to the A46. Needs a well-thought-out plan.

A Traffic Study is already underway for the effects of the Eastern developments and the A452 and the A46 junction is a key part of this.

## KP10 Cycle Routes

Response Comment

Action

36

35	Better ways to use the CIL money on cycle routes and pedestrian access than on new car parks	Clarified in Section 6 that the list of possible CIL projects is not in any priority order
38	In favour of more cycle paths	Cycle paths are strongly supported in several policies
42	Cycle/mobility routes are important	Cycle paths are strongly supported in several policies, and mobility scooters have been added
47	Pedestrians and cyclists should have right of way across Glasshouse Lane	The need for priority has been added. Crossings will be necessary.
53	Walking and cycling should be the first choice for transport.	This priority has been added to a number of policies
58	wants a shared cycle path in Abbey Fields along existing path.	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
107	linking cycle routes through Abbey Fields should be the highest priority	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
114	Secure cycle racks are needed in Town Centre and Castle Farm.	Added to policy KP1
142	Suggested rewording for KP10	Policy has been reworded
164	Bikes don't do stairs! Cycle path over railway line is not realistic for cyclists to carry their bikes up the stairs, can we have ramps?	Added re footbridges
167	All new developments and improvements should give priority to pedestrians and cyclists etc.	Added to policies for new developments (KP4, KP5, KP6, etc)
190	Wording of KP10 is unclear	Policy has been reworded
215	Disagrees that it is difficult to find a suitable safe route for cycles through Abbey Fields	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage.
220	Cycle route through Abbey Fields should be confirmed as undesirable	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage. No decisions have been made and any plans are only indicative.
251	like formal cycle lanes to secondary school & secure cycle storage in Town centre and Castle Farm	Cycle access emphasised and secure storage added
258	having a dedicated cycle route through Abbey Fields is a poor decision.	This is a contentious issue with the Town split. The Plan avoids a clear policy at this stage. No decisions have been made and any plans are only indicative.
262	Need more cycle routes from North Kenilworth and linking Coventry to Warwick	Included in policy and maps
263	Supports broad aims of increased cycle routes, often on road preferred.	The policy has been modified to reflect on-road cycling
265	<b>KATG</b> Where roads are designated as cycle routes design to slow traffic and clearly indicate	This has been added to Policy
265	<b>KATG</b> Where cycle routes are on existing roads make potholes, drains and manhole covers "cycle safe"	This has been added to Policy
272	Secure cycle racks are needed in Town Centre and Castle Farm.	Added to Town Centre policies
293	All new developments and improvements should give priority to pedestrians and cyclists etc.	Added to policies for new developments (KP4, KP5, KP6, etc)
293	There is a significant number of people who cycle in and out of Kenilworth, during construction cycles should have right of way.	Priority added to several policies
294	There needs to be adequate cycle racks at Castle Farm and in the town centre as theft is an issue. If it isn't safe to park a cycle, people won't do it	Added to Town Centre policies
294	Wording too weak to make developers take notice	Strengthened
296	Greenway should be extended beyond Burton Green	Not an issue for Kenilworth Neighbourhood Plan as outside area
321	Tone and wording on KP10 is too weak.	Policy strengthened following feedback from consultation.
322	Priority should be given to pedestrians and cyclists in traffic planning	Added to policies
329	Cyclists and parked cars should be kept off pavements. Footpath missing from Plan 2.2	Shared use clarified in the policy and commentary
331	Cycle/pedestrian routes top priority, should share routes, mitigation for crossings should be agreed	Added to policies
332	Add reference to signage of routes	Added to commentary
332	Add reference to "cycle safe" drains and manhole covers	Now added to Policy
332	Add cycle route to the South from green corridor through to Warwick Road	Already indicated on the Policies Map. Appreciate support
361	Addressing each of crossing points of railway line and using CIL/developer money to make them cycle friendly	Added to commentary but the projects will have to be agreed .
375	An alternative route is needed from Thickthorn roundabout to the town and station. There is an opportunity to create a cycle route to join Ferndale Rd but no sloping entry to the station and Farmer Ward Road not particularly cycle friendly	Indicative routes have been shown but creating a safer route in the existing urban area is not easy, but is covered in this Policy KP10
379	Proposed cycle route Warwick Rd to Rouncil Lane and Castle Farm conflicts with likely increased traffic	This is among the indicative routes on the Policy Map 5.2 and indeed the route currently identified as National Cycleway 52. In discussions with the County we have been asked to only give indicative routes only and leave the detailed planning to them and Sustrans

## KP11 Connecting the Castle to the Town

Response Comment

Action

**3**

- 4 Need more detail on steps to Castle Grove from Brays car park
- 99 Need easier access to castle from town. Persuade english Heritage to reopen minor entrance to Castle Green or non-car users. It should have a bus service.
- 403 A pedestrian link is required to connect Abbey Fields with the Castle. Option would be a crossing to Castle Green entrance

Only a concept at this stage so no details available  
Unfortunate that EH closed this entrance as explained in commentary. Better access is indeed the purpose of the plan.  
Unfortunate that EH closed this entrance as explained in commentary. Better access is indeed the purpose of the plan.

## KP12 Footpaths

Response Comment

Action

13

38 Better ways to use the CIL money on cycle routes and pedestrian access than on new car parks

58 Pedestrians should have right of way on Glasshouse Lane

72 Need routes in new developments suitable for prams and mobility scooters with resting benches

118 Existing footpaths should be protected

165 More money and effort should be spent on linking footpaths.

190 All new developments and improvements should give priority to pedestrians and cyclists etc.

322 Greenway should be extended beyond Burton Green

329 Priority should be given to pedestrians and cyclists in traffic planning

330 We encourage footpaths including green corridors

331 Footpath missing from Plan 2.2 Greville Rd/The Square car park Bertie Rd/ warwich Road gone

361 Cycle/pedestrian routes top priority, should share routes, mitigation for crossings should be agreed

401 Need for sloped bridge over railway line at station and call to apply to HS2 fund for this

403 All new footpaths should be designed and built as shared use

Clarified in Section 6 that the list of possible CIL projects is not in any priority order

Crossings will be needed, added to policy

Mobility scooters added to policy

Ideally should be registered as rights of way, but identifying them is a first step

This is part of overall strategy

Added to policies for new developments (KP4, KP5, KP6, etc)

Not an issue for Kenilworth Neighbourhood Plan as outside area

Added to all relevant policies

Noted

Useful information but as these are not policy matters no change at this stage.

Added to policies

Added to commentary but the projects will have to be agreed .

Already in Policy KP12 as where safe rather than where possible.

## KP13 Parking Standards

Response Comment

12

- 37 I hope it does mean increasing the carparking in Abbey Fields at the expense of the open space and visual amenity
- 38 Disagree v strongly that more (central) parking is essential
- 54 More parking undermines cycling, walking and use of public transport
- 88 Carparking free to all
- 92 Allowance need for carparking on new estates
- 116 Woefully short of parking capacity
- 153 Build multi-storey on square west prior to housing construction
- 171 Concerned about station carparking
- 265 **KATG** Add the installation of EV rapid charging infrastructure in accordance with agreed minimum standards will be strongly encouraged and supported.
- 293 There should be parking for 2 cars at each new house.
- 403 Need car parking standards to reflect modern size cars
- 394 **Framptons** Car parking provision should simply be to Local Authority standards

Action

No  
This is a balanced decision. On that balance the policy is retained for reasons explained in the Commentary, but the height has been specifically limited to two floors. EV charging and secure cycle storage have been added to the Policy

Noted

Noted, but not an issue for a Neighbourhood Plan  
Parking requirement written into appropriate policies.  
Support for KP1  
Policy supports but cannot control timing  
Possibility written into Policy KP17  
Policy modified by adding these words and brief explanation added to commentary  
The Neighbourhood Plan Policy KP13 now requires the full parking standard from the WDC standard other than exceptional circumstances. Car ownership in Kenilworth is above the WDC average.

Underway by WDC and Neighbourhood Plan requires compliance  
Although the wording has been changed, as Kenilworth has a car ownership significantly higher than the District average (evidence provided) the standard should be maintained under normal situations.

## KP14 General Design Principles

Response Comment

22

Response	Comment	Action
37	Consider impact of any development on Abbev Fields	Noted
38	KP14M Fieldgate lane , St Austens is more than interesting, it was designed by Augustus Pugin, who was architect for the Houses of Parliament, therefore with its surrounds. should be given a high level of protection.	St Austens is a Grade II listed building and as such already enjoys protection. Description edited.
54	KP14G The new development near the Churchyard will look ok from High Street, but hideous from the Fields.	Could be true but permission has been democratically granted.
77	Ensure development responds to local character and history	Added to Policy
88	Layout of homes should be in grid format (wavy is difficult to walk) and accessible to buses.	Noted but Garden Suburb style is WDC policy
92	OAP homes should be built with wider doorways for motorised chairs	Noted
116	Many new builds have one garage and one space which is inadequate for most households. We need to avoid on-road parking	Covered in KP13
145	Define housing mix, types of housing and age ranges, not just house numbers	Evidence required to stipulate in this detail
153	Degree of power vested in developers is frightening	Noted. This Neighbourhood Plan is an attempt to manage and control more.
171	Self and custom build allocation needs to be 10%	Evidence only justifies 5%
184	<b>WCC</b> Plan seems to be silent on the issue of housing for the vulnerable citizens, profile attached	Noted
187	<b>Historic England</b> KP14 - may like to consider adopting a different form of words (given)	The words have been amended.
195	Copy of response 146	
195	There is a desperate need for an up to date, aspirational Design Guide (current one is 2008) and an independent panel (as in Essex)	Progress on a Local Design Guide stalled
204	Due to poor planning previously the town is a mess. This is a significant opportunity to put that right! Key to this is VISION, etc.	Noted
208	I strongly support proper implementation of affordable housing with no watering down by developers.	Noted. The 40% requirement is repeated in policies
214	Residential Guide should be updated to incorporate national Space standards. Needs a link to KP19. Soft boundary for all new buildings.	National Space standards can evidently only be adopted after a dedicated consultation. Has been raised with WDC as LPA
265	<b>KATG</b> Add in the appropriate policies "low embodied carbon materials" and "in use" <b>KATG</b> Suggest a number of possible energy-saving policies which could be added	Policy modified by adding these words. Some of these have been added under other policies (such as the needs for EV charging and SuDS) whilst some others duplicate requirements in the new Local Plan. Others are felt too technical and restrictive to introduce in this Plan at this stage.
278	<b>Historic England</b> the emphasis on the conservation in KP14 is to be applauded	Noted
278	<b>Historic England</b> change wording to Development proposals in character areas will be supported provided the style design and layout consolidates or enhances the existing positive characteristics of the locality.	Policy KP14 wording changed accordingly
394	<b>Framptons</b> Garden requirement would preclude gardens.	Policy has been reworded to clarify
403	KCS Needs to link to KP19 and new developments should not be permitted without incorporation of appropriate Green Space	For major developments this is already a WDC policy in the Local Plan and need not be duplicated. Unfortunately new developments cannot be used to make up for existing shortages of green space.

## KP15 Local Heritage Assets

Response Comment

Action

**4**

184 Identify buildings not listed that are worthy of preservation

These have been identified to the best knowledge. No more have been suggested here

332 Suggests removing the Youth Club buld at St John's and the Pavilion in Abbey Fields from the Local List

This is very much a matter of opinion. Some would say that it is the children's playground rather than the Pavilion which is the eyesore. Being on the list at least ensures that consideration is given before destruction.

376 KP14S - Appendix 'B' - Add Spring Cottage, Upper Spring Lane

Added

394 **Framptons** Policy not consistent with National planning policy

Poilycy has been reworded to comply

## KP16 Environmental Standards and New Buildings

Response Comment

Action

4

53	All buildings must be erected to BREEAM standards or higher.	Difficult to insist but cerinly encouraged by Policy
105	Developments must be proof from sound, light pollution and traffic noise	Policy KP14d already relates
332	Support for Passihaus buildings	Noted support for Policy
354	There is a need for a policy that requires developers put in place a recognised monitorig regime which allows the assessment of energy use, air quality and overheating risk.	Is this not a National problem of failure of Building Regulations to keep up with progress?
394	<b>Framptons</b> Self-build plots cannot be allocated by the local authority	This is indeed the case and it has been deleted from the Policy

## KP17 Industrial Estates

Response	Comment	Action
<b>14</b>		
36	Concerned about proposal of two storey parking on Farmer Ward Rd. Also some clarification on footbridge to Priory Rd is needed, is it just for the station?	This just a concept and will be fully protected by normal planning policies. The footbridge is a key link into the town centre across the railway
145	Sub-terranean carpark needed by Farmer Ward Road station	Possibility written into Policy KP17
184	Redevelop Common Lane industrial estate area and get rid of non-domestic uses in a residential area. Relocate businesses to Princes Drive.	Policy and commentary added re Common Lane Industrial Estate to build on the new Local Plan
184	Use Farmer Ward business site for additional carparking	Possibility written into Policy KP17
204	We support the recognition of the need for more higher value jobs and businesses in Thickthorn and elsewhere.	Noted
251	Why is Common Lane no longer scheduled for employment use?	Policy and commentary added re Common Lane Industrial Estate
263	<b>WCC</b> supports consideration being given to utilising existing employment land on Farmer Ward Rd to be used for parking.	Noted
276	There are lots of empty units on Princess Drive, why do we need more units only to stand empty?	Strategic Policy
293	Sub-terranean carpark needed by Farmer Ward Road station	Noted. Possibility written into Policy KP17
305	Alvis Car Company supports the draft Neighbourhood plan but feel it could be improved with the inclusion of a positive policy on the redevelopment of Common Lane employment area.	Policy and commentary added re Common Lane Industrial Estate
319	What market research has been undertaken to establish the need for R & D offices and industrial units at Thickthorn?	Strategic Policy
332	Support for consideration of parking for station	Noted. Policy has been modified slightly to clarify depends on justification
332	Support for redevelopment of Common Lane Industrial Estate with more residential	New Policy on Common Lane Industrial Estate added
403	<b>KCS</b> Incorporate a map of identified industrial sites	Added to Policies Map 5.2
403	<b>KCS</b> First paragraph needs simplifying	First paragraph of Commentary is needed to explain the logic of measuring by floorspace rather than site area in the policy.
403	<b>KCS</b> Why has Common Lane not been added	Policy and commentary added re Common Lane Industrial Estate to expand on the new Local Plan

## KP18 Tourism

Response Comment

Action

5

101	Provision of tourist accommodation has to be in a location that visitors want	Noted
138	Increase in cafes/restaurants are not required. We need shops that sell useful items.	Commercial pressure prevails but Policy KP1c extends the protection of retail shops (use Class A1) by extending the Primary Shopping Area to Abbey End
161	Provision of tourist accommodation has to be in a location and type that visitors actually want. Some quiet on the edge of town and some central.	Though central preferred in Plan this does not restrict other areas
251	Given the importance of tourism to the town, this seems a particularly weak section.	With surprisingly few responses
258	We would welcome actions to improve attraction to the castle, signposting and pedestrian access	Noted. Access to the Castle is a specific Policy KP11

## KP19 Green Infrastructure

Response Comment

13

- 39 All trees, hedgerows and coppices should be retained/improved
- 60 Tainter's Hill - I am against thinning trees just to provide views of buildings. All Kworth trees are valuable assets.
- 65 The greenbelt is important and needs protecting
- 66 Please try and protect the greenbelt as far as possible
- 117 The need for conservation of this area has not been considered and should be
- 119 Ponds and wildlife should be guaranteed protection in their existing locations.
- 177 No new parks included in plans, lop-sided town planning.
- 177 What protection is there for trees on the boundary of the new development?
- 244 Kenilworth could be greener, less car-dominated and a quieter place to live.
- 249 No specific mention to protect wildlife and habitats, particularly in Castle Farm area
- 277 Natural England notes and supports the inclusion of a specific policy on Green Infrastructure
- 282 Suggest improvement by planting wildflowers on grass verges coming into Kenilworth
- 403 Needs link with KP14

Action: There are fewer responses in this section than might be expected. That is because the site specific comments appear under the respective site policies

Both this policy and individual site policies aim to protect these features or require suitable replacement  
 Policy KP19 does just that, but Tainter's Hill does need some attention  
 Although some land has been removed from the Green Belt by the District Local Plan the rest remains well-protected  
 Although some land has been removed from the Green Belt by the District Local Plan the rest remains well-protected  
 Not specifically identified  
 Ecological aspects are a key part of national policies  
 Public open space will be a requirement on all sites  
 Both this policy and individual site policies aim to protect these features or require suitable replacement  
 Noted. A number of policies encourage this  
 Ecological aspects are a key part of national policies  
 Noted  
 Noted  
 KP14 focusses on the built environment but both must be considered. For major developments this is already a WDC policy in the Local Plan and need not be duplicated.

## KP20 Local Green Space

Response Comment

Action

1

59 Land behind School Lane - can the plan protect this by making it a Local Green Space. Also the spinney at Common Lane/Coventry Road

Policy KP20 intends to do exactly this

**KP21 Street trees**

Response Comment

Action

1

38 We deserve a people friendly town centre, Cllr Cockburns initiative of restoring street trees should be rolled out more generally.

Street trees now more strongly supported in KP21

## KP22 Flooding

Response Comment

Action

6

177	What will happen to the soakaways, running water from Glasshouse Lane to the A46.	Most sites will require SUDs systems to restrict the flow, rather than soakaways.
182	Flooding the mere - will this only be at times of high rainfall? I am opposed to a large area of water obstructing footpaths	This is essentially seen only as a flood prevention measure at times of high rainfall
263	<b>WCC</b> Strongly recommend consultation is sought from the Kenilworth Flood action Group and Environment agency	Done, resulting in this additional policy
263	Support the use of SUDS for eastern Kenilworth development	Noted
280	Severn Trent water have no specific comments but have set out some general advice	Noted
328	KNP makes no mention of flooding issues and how they will be dealt with	This new policy has been added following the consultation.

## Crackley Triangle

Response Comment

6

137 An island would be better than traffic lights for access into Crackley Triangle  
197 Access point is a disaster for Common Lane area. Traffic can't cope as it is & HS2 will make it worse!  
220 Report should say more about Crackley Triangle which is an area we are trying to protect.  
235 Hopefully Section 106 obligations for Crackley triangle will not be watered down.  
237 Most sensible access would be from Coventry Road, stated access is dangerous.  
355 Ludicrous that 90 dwellings are built on that piece of land with only one access, 3 metres wide between two existing bridges! Lorries are already having problems going in and out of the site.

Action: Whilst many of these responses are valid comments, outline planning permission including access has been granted for this site, and reserved matters are currently being considered, so they are not relevant to the Plan

Agreed  
Agreed  
Too late. The fate of the area is housing  
Hopefully  
Agreed  
Agreed

## General comments

Response Comment

27

- 2 What is the point of this? it's already done and dusted!
- 6 The whole plan is potty! Why move a school a few hundred yards when the existing site has plenty of room. Kenilworth used to be a thriving little market town of character and charm.
- 7 It is very complicated for the simple lay person, a simple list of places would be easier to understand.
- 10 The plan is very difficult to follow in the way it is presented, it is too difficult to digest
- 12 The condition of Kenilworth's park and garden areas are untidy and unacceptable
- 18 Congratulations on the thoroughness of the work done
- 53 Will Coventry Council be providing finance for the extra housing due to their overspill?
- 56 Far too long for me to read this. I cannot take it in so I cannot agree to it!
- 63 List of projects for CIL but no indication of respective priorities although some are more compelling. Improvements to public safety, health and the environment should be priority.
- 70 no comments but ticked support
- 174 I disagree with this massive development in relation to the size of Kenilworth and that it is skewed to the east side of the town. Do we need to lose all this greenbelt?
- 191 Very impressive document, put together by someone with great affection for Kenilworth.
- 192 What a wonderfully crafted plan this is
- 193 Abolish the horsefair! Bring the French Market back once a month in Abbey End. Then we may have a paradise!
- 230 Has the existing sewage works got the capacity to take the massive amounts of extra sewage? Same applies to all other utilities.
- 236 The plan is an excellent piece of work
- 239 Kenilworth school is in broad support of the Neighbourhood Plan
- 264 Profile for OP care Accommodation needs in Kenilworth shows a need for extra care housing in Kenilworth.
- 265 **KATG** Section 6 - CIL Points out that the demand on CIL is likely to exceed the fund amount, suggest priorities and possible other sources.
- 265 **KATG** Section 6 - New Buildings Fabric First Make several suggestions are made to strengthen and improve this subject.
- 298 I stand by my request for no further building, nothing is ever set in concrete and things can be reversed. Please try.
- 314 The **Coal Authority** response: KNP is outside of the defined coalfield and therefore we have no specific comments to make.
- 316 Map 2.7 dated Feb 2017 is way out of date. E.g. Priory, Waverley & Station Rd junction. According to the map there are industrial units, showroom, offices etc. It should read Chip Shop, Residential, Residential, takeaway, offices, offices, HMO, offices, dentist. Across the road should be nursery, station, foot clinic, shop.
- 316 The wording protecting the greenbelt and Abbey Fields is not strong enough.
- 318 We are considering the redevelopment of the halls at St John's church and would be interested in discussing how we can work together to provide mutually beneficial development of this area.
- 338 I support the points laid out in the KATG report.
- 351 I support the points laid out in the KATG report.
- 353 Need to have a specific policy on Air Quality. Lack of air quality contributes to @40,000 deaths each year.
- 358 no comments but ticked support
- 364 I object to further incursion into the greenbelt, why can't we use farmland?
- 403 **KCS** It would be helpful to have a policy map for each section rather than in an appendix
- 403 **KCS** WDC Residential Design Guide should be updated and incorporate space standards, bin areas, cycle storage and provision for car charging.

Action: Any specific response is with the relevant Policy

- No comment
- It is the wish of the School to move
- Appreciated, but unfortunately not meet other requirements to be effective.
- Appreciated, but unfortunately not meet other requirements to be effective.
- If this is the case it is an operational issue outside the scope of the Neighbourhood Plan
- Noted
- Unfortunately no
- Or disagree?
- CIL will be a matter to be resolved but no current priority which would constrain future decisions
- Noted
- Strategic Policy in District Local Plan which the Neighbourhood Plan cannot alter
- Noted
- Noted
- Noted
- We are assured foul sewage is not a constraint, but see new Policy KP22 re surface water drainage
- Noted
- Noted
- No specific site has been identified
- CIL will be a matter to be resolved but no current priority which would constrain future decisions. Agreed that the policies in the Plan are a good guide. Emphasis made re prioritisation, and added other sources are available
- These useful improvements have been incorporated.
- Noted
- Noted
- You are right. This is a WDC map and keeping it up-to-date is difficult unless there are registered changes of use.
- There is no need to repeat in the Neighbourhood Plan the National policies which strongly protect them
- Noted and already briefly discussed
- Noted
- Noted
- Air quality has now been added in several of the policies
- Noted
- Much farmland round here is Green Belt
- We are required to produce a definitive Policy, but for the final version we will see whether it is possible to extract relevant sections.
- This is a matter for WDC, but EV charging has been added to Policies KP1 and KP13