

KENILWORTH NEIGHBOURHOOD PLAN 2017-2029

ADDITIONAL EVIDENCE AND REFERENCES

March 2018 Sv1

Main Reference Sources

Warwick District Local Plan 2011 – 2029 adopted September 2017

National Planning Policy Framework. March 2012

Kenilworth Conservation – the next steps, Warwickshire County Council, 1973

Kenilworth Town Centre Development Plan, Warwick District Council, 2004

Kenilworth Design Advice, Kenilworth Civic Society, 2007

Warwick District Parks and Open Spaces Audit 2008, WDC March 2008

Green Infrastructure Study – Final Report, WDC October 2010

Cycling Issues in the Kenilworth and Burton Green Area, Kenilworth Community Forum, 2012

Kenilworth Town Survey, Analysis of Data, Kenilworth Town Council, 2013

Kenilworth Town Action Plan, Kenilworth Town Council, 2014

Questionnaire Analysis of Data and Responses 2016

Major Consultations and Surveys

Kenilworth Town Survey – 1852 responses, Kenilworth Town Council, 2013

3 Public Meetings with Consultation Questionnaire – 204 participants, 2016

Abbey Fields Customer Satisfaction Survey Report, Warwick District Council 2016

Consultation on Pre-Submission Plan and detailed analysis 2017

Specific Sources

Section 1 Introduction and Background

Designated Area – Warwick District Council Decision Notice dated 17th August 2015.

Section 2 The Neighbourhood Area

Population from WCC Warwickshire Observatory in email 10th January 2016 estimated at 22,014 using ONS 2015 mid-year estimates.

Traffic Flows from WCC Cordon measures. Seven Day average traffic flows April 2014, which were the latest available at the time

A429 Coventry Road	7533
A452 Birmingham Road north of Red Lane	8734
A452 Leamington Road	20888
B4103 Borrowell Lane	8554
Red Lane	3703
Rouncil Lane	1379
Warwick Road south of Rouncil Lane	7090
Dalehouse Lane	5540
Crackley Lane	1600

Car Ownership All analysis is based on the 2001 Census data as published on the Warwickshire Observatory website. Unfortunately the 2011 data is currently only available broken down to District level and analysis of the 2001 data indicates that car ownership is far from even across Warwick District.

Travel to Work and School Travel to work is similarly based on the latest information from the 2001 Census, but Travel to School is more up to date as there was a Survey carried out by WCC in January 2011.

People in employment travelling less than 2km to work

Kenilworth	16.42%
Leamington Spa	31.55%
Warwick	31.30%
Whitnash	23.93%

School capacity Discussion on School capacity compared with housing growth is still continuing but the latest available estimates from WCC are as at September 2016. However they do not include any estimate for any requirement include any projection for the major development proposed at Kings Hill .

Site	Primary	Secondary	Sixth form
Kenilworth school	64	45	9
6 th form	33	24	5
Thickthorn	194	138	27
Crackle triangle	23	16	3
Southcrest	163	116	23
East Warwick Road	25	18	4
Leek Wooton	30	22	4
Burton Green	23	16	3
Total	555	395	78

Crackley Triangle Outline planning permission was granted for 93 houses (W14/1340 and W16/1542) and detailed planning permission has just been granted (W17/1552) The difficult access remains an issue and work has just started on widening the bridge. See also Consultation Response Analysis "Crackley Triangle".

Section 5 Vision, Objectives & Land Use Policies

Policy KP1 Town Centre See Town Survey Questions 17, 18, 29 to 31 and 33 to 35 and also Consultation Response Analysis KP1

Policy KP2 Station Road See Town Survey Questions 32 and 36 and Consultation Response Analysis KP2

Policy KP3 Warwick Road Special Policy Area See Town Survey Question 36 and Consultation Response Analysis KP3

Policy KP4 Land East of Kenilworth See Town Survey Questions 21 to 28 and 38 and also Concept Plan with multi-agency support at Appendix A and Consultation Response Analysis KP4. Meetings have also been held with Warwick District Council regarding the emerging Development Brief for the area.

Policy KP5 Kenilworth School Sites These did not exist at the time of the Town Survey, but policy reflects other development sites and Consultation Response Analysis KP5

Policy KP6 Land East of Warwick Road See Town Survey Question 9 and Consultation Response Analysis KP6. There was also a meeting with and input on access from Leek Wootton Parish Council.

Policy KP7 Abbey Fields See Town Survey Questions 1 and 11 to 16 and also Abbey Fields Customer Satisfaction Survey Report and Consultation Response Analysis KP7

Policy KP8 Castle Farm See Town Survey Question 8 and also Consultation Response Analysis KP8, together with Public Meeting July 2017 Notes at Appendix B and Petition. This Policy created much public reaction because of the Strategic Decision in the Local Plan.

Policy KP9 Traffic See Town Survey Question 26 and also Consultation Response Analysis KP9. There was also a meeting with County Highways following the Public Meeting July 2017.

Policy KP10 Cycle Routes See Town Survey Questions 16 and 24 and also Consultation Response Analysis KP10. There was a meeting with County Highways to discuss possible future routes.

Policy KP11 Connecting the Castle to the Town See Town Survey Question 5 and also Consultation Response Analysis KP11.

Policy KP12 Footpaths See Town Survey Question 24 and Consultation Response Analysis KP2.

Policy KP13 Parking Standards see Consultation Response Analysis KP13 and draft Warwick District Council SPD on Parking Standards approved for Consultation 7th March 2018

Policy KP14 General Design Principles See Consultation Response Analysis KP14 and draft WDC SPD Residential Design Guide approved for Consultation 7th March 2018

Policy KP15 Local Heritage Assets See Consultation Response Analysis KP15 and the detailed descriptions in Appendix A of the Neighbourhood Plan.

Policy KP16 Environmental Standards of New Buildings See Consultation Response Analysis KP16 and detailed Response from Kenilworth All Together Greener at Appendix B with comments in Section 6 of the Neighbourhood Plan.

Policy KP17 Industrial Estates see Consultation Response Analysis KP17.

Policy KP18 Tourism See Town Survey Questions 5 and 6 and also Consultation Response Analysis KP18.

Policy KP19 Green Infrastructure See Town Survey Questions 1, 3, 4, 11, 25, Consultation Response Analysis KP19 and Warwick District Council Green Infrastructure Study – Final Report 2010

Policy KP20 Local Green Space See Town Survey Questions 1, 4, 11 and Consultation Response Analysis KP20.

The identical area was designated in the previous District Local Plan (1996 – 2011) as an “Area of Restraint”. In the newly adopted District Local Plan (2011 – 2029) this protection is no longer applied. The valley of Finham Brook links several parcels of land which enjoy a varied series of protections such as Scheduled Ancient Monument, Common Land, Allotments and one parcel which has no protection other than as partly floodplain. The intention of this

Policy therefore is to reinstate overall protection to this corridor of diverse but interconnected parcels with environmental and recreational benefits.

Policy KP21 Street Trees See Town Survey Questions 1 and 25 and Consultation Response Analysis KP21.

Policy KP22 Flooding This additional policy was introduced following the Consultation and the responses received both from Warwickshire County Council as the Lead Local Flood Authority and the local Flooding Group. See Consultation Response Analysis KP22.

Joint Site Delivery Statement for land allocated under H06 – East of Kenilworth (Thickthorn) and H40 East of Kenilworth, (Crew Lane, Southcrest Farm and Woodside Training Centre)

1.0 Introduction

1.1 The East of Kenilworth direction for growth comprising Thickthorn and Crew Lane; Southcrest Farm, and Woodside Training Centre are two of a number of strategic site allocations being proposed within the Submission Draft Warwick District Local Plan. In total the allocations will provide for circa 1400 homes and 8ha of employment land.

1.2 This joint site delivery statement is supported by Warwick District Council. It has been prepared in conjunction with the main landowners and site promoters of the various land interests including , the McDaide family trust, The Hibberd Family, Kenilworth Wardens, Kenilworth Rugby Club, Gleeson Developments; Catesby Estates, Mr Tibbatts and Stoneleigh Estates.

1.3 The purpose of the Statement is to inform the Warwick District Local Plan, Examination in Public, information on the following:-

- (i) Detail the key opportunities and strategic constraints of the sites to inform a high level illustrative concept plan;
- (ii) Identify the key strategic infrastructure requirements in order to support Local Plan allocations and the issue of viability;
- (iii) Advise on the collaborative working between the landowners/promoters, the District and Town Councils on the approach and evolution to the preparation of a draft illustrative concept plan for East of Kenilworth;
- (iv) Provide information on the anticipated delivery timescales and build out rates.

2.0 The opportunity for the identification of the site as a strategic site allocation.

The concept rationale behind land East of Kenilworth is provided by the Submission Draft WDC Local Plan and further elaborated on the WDC Hearing Statements submitted by each interested party for Matter 7B.

3.0 Evolution of a high level illustrative concept plan.

With the support of Warwick District Council, Kenilworth Town Council has employed RCOH to prepare a concept framework plan for the strategic site allocations in Kenilworth. This work will support both the Local Plan allocations and the emerging Kenilworth Neighbourhood Plan. The first meeting of stakeholders took place on 19th September 2016.

4.0 Key constraints and proposed mitigation.

There are no constraints applicable to the allocations which prevent

development. All the submissions made by interested parties have been submitted with technical evidence demonstrating the deliverability of the sites proportionate to a Local Plan allocation. These demonstrate to the Inspector that there are not any technical impediments that would prevent the delivery of the allocations, subject to normal development management considerations and design detail which will be determined through planning applications.

5.0 Infrastructure requirements/costs and triggers.

WDC has provided detail relating to infrastructure in Page 5 of their EIP Hearing Statement. Further details have been provided by each of the land interests in their individual promotional material. There are no abnormal infrastructure costs associated with the east of Kenilworth direction for growth which cannot be dealt with during the application process. The new development will make contributions towards secondary education in accordance with relevant CIL Regulations.

6.0 Viability

Viability has been addressed by Page 4 of the Council’s Hearing Statement for the EIP. The WDC Hearing Statement concludes: *“The 2013 CIL Viability Study (IN06) and its 2015 addendum (EXAM3) demonstrate that all broad locations in the District are viable in the context of the proposed Local Plan policy requirements, including affordable housing”*.

The promotional material submitted by the various land interests supports the deliverability of the development in submissions proportionate to the local plan process. Greater detail relating to specific site viability will continue to be developed as the sites move through the planning process with all parties committing to working with the Local Planning Authority and key stakeholders to ensure a deliverable and viable development takes place.

7.0 Delivery/phasing and implementation.

7.1 The total number of homes the two allocations east of Kenilworth will deliver is 1400 by the end of the Plan period. Details of the housing delivery for East of Kenilworth are set in Table 1.0 below. This is on the assumption that the WDC Local Plan is adopted and the concept master plan is agreed by all parties before Q2 2017. Should either of these scenarios be delayed the delivery timetable would need to be reviewed accordingly.

Year	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Units	55	200	200	200	200	200	200	145	

7.2 The 8ha of employment land allocated will be readily available for development within the first five years after the Local Plan is adopted.

8.0 Project Governance and project management delivery Plan.

8.1 A project working forum of officers from WDC, WCC and representatives of the key landowners/promoters, supported by ATLAS is currently in the process of being established commencing with a first meeting on 19th

APPENDIX A

September 2016. All parties have given a commitment to meeting as necessary to progress the eastern direction of growth. To support this early delivery a joint project parameters framework has been produced and agreed with the various landowners and promoters of the site and is attached as Appendix 1 (not attached)

**Neighbourhood Plan, pre submission consultation
Notes for Public Meeting at St Francis of Assisi, Tuesday 25 July from
7.00pm to 9pm**

257 attended, counted at door.

Chairman: Cllr M. Coker

The Chairman explained that meeting will be from 7 pm to 9pm and in order to cover as much ground as possible will consist of six segments namely:-

1. Sports development at Castle Farm and Warwick Road
2. School development at Southcrest plus(?) and effect on Leyes Lane and Rouncil Lane
3. Housing at Thickthorn, Glasshouse and Southcrest
4. Employment land at Thickthorn and Existing Sites
5. Town Centre
6. Green Issues including green space, cycle ways and environment

Opening Statements

WDC Local Plan: Dave Barber and Hayley Smith

A very brief opening on the current position on the LOCAL Plan including the pressures that gave us no option but to provide for 17000 houses together with employment land and sports facilities etc. over the whole District, and that this could **not** now be altered and that by law our NP must conform to it but more importantly has the opportunity to compliment it with requirements that will improve its implementation.

WCC Traffic: Adrian Hart adrianhart@warwickshire.gov.uk

Attendees from WCC were Adrian Hart and Alan Law from Transport Planning, and Joanne Archer and Ben Simm from the Development Management team.

Adrian gave a brief overview of the method of making sure that the local plan is deliverable from the point of view of traffic and also how then developments takes place. Further assessment will be made to make them feasible with appropriate alterations and additions when Planning Applications are made.

Neighbourhood Plan: Cllr George Illingworth

Brief overview of how much work has been put into the Plan including the original action Plan consultation and followed by this one and reference to the intervening Local plan consultation. Object throughout was to make the local development through the Local plan and now the Neighbourhood plan as acceptable as was possible to our Town and to make sure that where possible it enhanced and improved the Town rather than damage it.

Main Issues raised from floor – Note that although responses were made as appropriate, this meeting was designed to listen to concerns raised –

Sports Development – Castle Farm and Warwick Road

- Major concern of those attending – why Castle Farm and what access studies, vehicle movements, neighbour consultation, increase in Wardens footprint, alternative locations.
- Responses from around the top tables, explaining policy guidelines, role of subsequent planning applications.
- Vehicular access, specifically naming John of Gaunt Road was an issue. Transport data discussed and need for future developers to do transport modelling. Strategic Transport Assessment outlined.

- This contentious issue obviously caused many concerns around the room.

School Site

- Again traffic calming major issue, safer routes to school, access from new development, construction traffic.
- Cycle routes across railway from West of town – role of Safety Team
- Lots of discussion re need to move etc

Housing at Thickthorn, Glasshouse and Southcrest, Warwick Road

- Developers role in designated spine road etc – current “indicative” location is in wrong place
- Major issue with road junction etc around Warwick Road site
- Road junctions and general traffic issues.
- Fragmented- houses on one side of town, sports on other.No true integration.
- Where is green initiatives, electric transport etc
- Most new house dwellers working in Coventry, why no direct link off A46?
- Spine Road and its location on new housing development was a major issue.
- What can be done to ensure housing is acceptable standard and design?
- Any intention to build social housing/self build plots?

Employment land at Thickthorn and Existing Sites

- What does this mean?
- Spine Road exit through here instead?
- Other industrial units in Common Lane staying?
- How is this phased in with housing?
- Practical development issues.
- Summary of responses – All liked together. 15 year plan. Developers and landowners have big say. Parking standards is an issue.

Town Centre

- Low emission Strategy?
- Charging points etc
- Air quality issues raised.
- Car parking concerns, including new Train Station

Green Issues including green space, cycle ways and environment

- Sustainable development includes Town Centre
- Access rates poor

General Comments

- Nothing joined up
- Town Council and residents will be the losers
- Disjointed
- Will not improve environment of Kenilworth – eg Air Quality not being addressed
- Master plan to bring this all together needed.
- Potential flooding issues need addressing.
- Lots of concern re traffic modelling and analysis
- Green corridor – Warwick Road to Leek Wootton
- Safe cycle network