

KENILWORTH NEIGHBOURHOOD PLAN 2017-2029

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CONTENTS

Foreword	3
Summary and Guide	4
List of Policies	5
1. Background	7
2. The Neighbourhood Area	9
3. Planning Policy Context	23
4. Community Views on Planning	29
5. Vision, Objectives & Land Use Policies	31
6. Monitoring and Review	63
Appendix 1: Local Non-designated Heritage Assets	
Appendix 2: Local Green Space	
Index to the Information Maps and Policies Maps	
Annex A: Other issues	

FOREWORD

Kenilworth is a great community which attracts people to live, work and visit. It has good homes, outstanding schools, attractive surroundings, health facilities, sports facilities and work places. The heritage of the past, the historic sites and the resultant green spaces and abundant trees within the town all add to the unique character. We now have an opportunity to plan for the future and welcome new facilities and new people to our town.

The purpose of the Neighbourhood Plan is to affect planning decisions in a way that will benefit the residents, workers and visitors to Kenilworth. In the plan you will find policies that will influence traffic and transport, design and heritage, economic development and social and green policies. These policies have been developed through the participation of residents in the production of the plan.

This plan addresses the key issues that face the town over the next twenty years. It defines how development can enhance the town and what facilities are needed to ensure that Kenilworth continues to be a town we love and are proud of.

Many residents, community organisations, and professional advisors have contributed to this document. Each person has brought their own expertise and perspective and we are very grateful that Kenilworth residents have enthusiastically participated in the consultation process. We have seen how much Kenilworth people care about their town.

Once the Neighbourhood Plan is 'made', it, together with the Warwick District Local Plan becomes part of the statutory development plan for the town. This means that all planning applications in the plan area must be determined in accordance with the policies in the plan unless material considerations indicate otherwise.

Summary and Guide

Of necessity this Neighbourhood Plan is quite a complicated and detailed document. The purpose of this page is to explain the structure and help you find your way around.

It may be useful to clarify what the Neighbourhood Plan can and cannot do. It cannot modify the strategic policies of the recently adopted Warwick District Local Plan. These include allocations of land, some of which was previously in the Green Belt, for housing and for school relocation and of land for outdoor sports facilities. What it can do though is to apply policies to influence such allocations and also control more of the money arising from development for the benefit of the town.

- 1. Background** This section explains the background to the Kenilworth Neighbourhood Plan.
- 2. The Neighbourhood Area** This section details many of the features of the Town and its facilities together with many of the issues which have been raised during the various Surveys and Consultations. It is supported by a Series of maps. Some of these are included in the text but the main maps are 2.1 to 2.8 at the back.
- 3. Planning Policy Context** This technical section relates this Plan to the National Planning Policy Framework and the Warwick District Council Local Plan.
- 4. Community Views on Planning Issues** This section explains the extensive Community involvement there has been over the last few years and summarises the main issues.
- 5. Vision, Objectives & Land Use Policies** This is the key section. Following a statement on Vision and Objectives it details 21 Policies from the Town Centre to Flooding which are proposed to address the issues raised. These Policies are listed opposite. There are three main policy maps, 5.1, 5.2 and 5.3 at the back. In addition Policies map 5.4 relates to the Local Character Areas detailed in Policy KP13 and Policy Map 5.5 relates to the Non-designated Heritage Assets detailed in Policy KP14 and Appendix 1.
- 6. Monitoring and Review** This short Section states how the Plan will be measured and updated.

Annex A This section sweeps up many other issues. It explains how the Plan will be implemented and future development guided and managed. It suggests projects which might be supported by the Community Infrastructure Levy which the Town Council will have some influence over. Finally it deals with a number of issues from Charity Shops to HS2 which although relevant to Kenilworth are outside the scope of a Neighbourhood Plan.

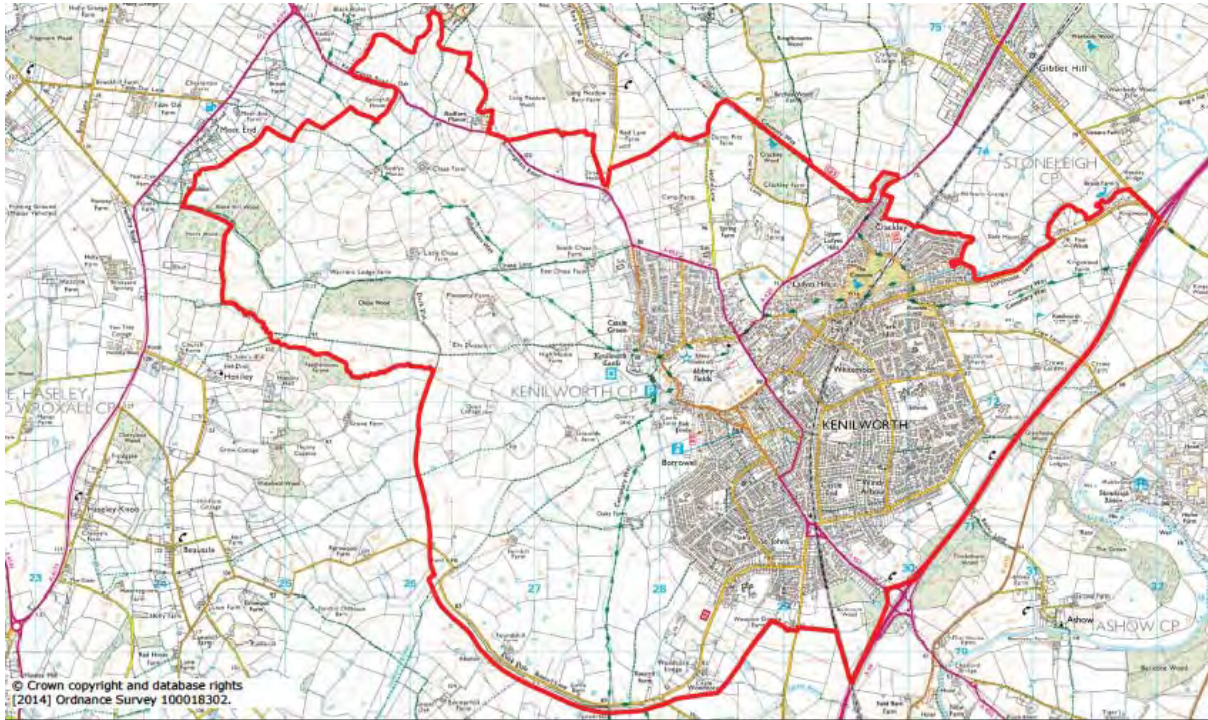
List of Policies

	SITE BASED POLICIES	Page
KP1	Town Centre	32
KP2	Station Road	34
KP3	Warwick Road Special Policy Area	35
KP4	Land East of Kenilworth	35
KP5	Redevelopment of School Sites	39
KP6A	Land East of Warwick Road – Housing	39
KP6B	Land East of Warwick Road – Sports	40
KP7	Castle Farm	41
	TRAFFIC & TRANSPORT POLICIES	
KP8	Traffic	42
KP9	Cycle Routes	43
KP10	Connecting the Castle to the Town	44
KP11	Footpaths	44
KP12	Parking Standards	45
	DESIGN & HERITAGE POLICIES	
KP13	General Design Principles	45
KP14	Non-designated Heritage Assets	57
KP15	Environmental Standards of New Buildings	58
	ECONOMIC DEVELOPMENT POLICIES	
KP16	Industrial Estates	58
KP17	Tourism	59
	SOCIAL & GREEN INFRASTRUCTURE POLICIES	
KP18	Green Infrastructure	60
KP19	Local Green Space	61
KP20	Street Trees	61
KP21	Flooding	61



1. Background

1.1 Kenilworth Town Council has prepared a Neighbourhood Plan for the whole of its area, which was designated in August 2015 by the local planning authority, Warwick District Council, under the provisions of the Localism Act 2011 and of the Neighbourhood Planning (General) Regulations 2012. The designated area is shown by the red line in Map1.1 below.



Map 1.1: Kenilworth Designated Neighbourhood Area

1.2 The Neighbourhood Plan covers the period 2017 – 2029, which agrees with the plan period of the new Warwick District Local Plan adopted in September 2017. Once the Neighbourhood Plan is made, its policies and those of the Local Plan affecting Kenilworth will be applied as appropriate to help determine all planning applications in the town.

1.3 In preparing the Neighbourhood Plan, the Town Council has therefore been very mindful of the proposals for Kenilworth in the Local Plan to make sure that the two plans are entirely complementary. It decided to convert its existing Action Plan into the early part of the Neighbourhood Plan in order to influence and manage the integration of those planned developments into the town. The policies aim to positively plan for the growth of the town's housing, town centre, businesses and community facilities, but to do it in ways that will protect its special character.

1.4 Neighbourhood plans can only contain land use planning policies. This often means that there may be important issues of interest to the local community which cannot be addressed in a Plan as they are not directly related to planning.

1.5 Although there is considerable scope for the local community to decide on its planning policies, Neighbourhood Plans must meet some 'basic conditions'. A separate Basic Conditions Statement is published alongside this Plan, which sets out how those conditions have been met. In essence, the conditions are:

- Does the Plan have regard for national planning policies?
- Is the Plan in general conformity with local strategic planning policies?
- Does the Plan promote the principles of sustainable development?
- Has the process of making of the plan met the requirements of the European environmental standards?

1.6 In respect of the last of these conditions, the Town Council received a screening opinion from the District Council, which established there would be no need for the Plan to be accompanied by a Strategic Environmental Assessment under the EU Directives 42/2001 and the 2004 Environmental Assessment of Plans and Programmes Regulations. However, an appraisal of the ways in which the Plan will contribute to the achievement of sustainable development is included in the Basic Conditions Statement.

1.7 In addition, the Town Council must be able to show that it has properly consulted local people and other relevant organisations during the process of making its Neighbourhood Plans and has followed the 2012 Neighbourhood Planning Regulations. It has demonstrated this in its separate Consultation Statement that is also published alongside this Plan. It includes information on the statutory consultation exercise from May – August 2017 on the draft Plan.

1.8 The Neighbourhood Plan and the supporting statements have now been tested by an independent examiner. He has recommended that subject to a series of modifications set out in his Report, which have now been incorporated, the Kenilworth Neighbourhood Plan meets all the necessary legal requirements and should proceed to a referendum of the local electorate in the Neighbourhood Area. If a simple majority of the turnout votes for the Plan, then it becomes 'made' as formal planning policy for the area.



2. The Neighbourhood Area

Note In this or any of the following Sections references to the “Survey”, “Questionnaire”, “Action Plan” or “Consultation” are to the documents detailed in the Consultation Statement and explained in Section 4. Footnotes are cross-referenced in the supporting document “Additional Evidence and References”.

An Introduction to Kenilworth

2.1 Kenilworth as an area is defined in a number of different ways and in interpreting data and determining plans it is crucial to be clear on the area being referred to. This Neighbourhood Plan is defined on the boundaries of the Town Council for the Civil Parish of Kenilworth, which has a population of around 23,000 destined to grow to about 28,000 under the recently adopted Warwick District Council Local Plan (2011 – 2029). (see Map 1.1)

2.2 The three District and County Wards and Divisions presently covering Kenilworth also include the Civil Parish of Burton Green which itself includes much of the campus of the University of Warwick. Burton Green village itself has relatively little effect but the University, with several large student Halls of Residence, can significantly distort the picture in several ways, when published statistics are based on these larger areas.

2.3 Finally the CV8 postcode, taken by some to represent Kenilworth, stretches through a large rural area from Fen End to Wolston and includes Stoneleigh Park which is a major employment area in the rural area and can cause further distortion. Although the Neighbourhood Area is coincident with the Town boundary it will be necessary to reflect the further developments in the surrounding areas as these will look to Kenilworth for some services.

2.4 Kenilworth grew as a medieval settlement based on the Augustinian Abbey and the Castle both of which were nationally prominent until the Dissolution of the Monasteries and the Civil War when the Abbey and the Castle respectively were ruined. These two historical features of the Abbey Fields and the Castle ruins still govern the character and layout of Kenilworth and it is the Town Council's intention to ensure that the character that these features have engendered is preserved. The population of the Neighbourhood Area has more than doubled since the Second World War but despite this it has been able to preserve the intimacy, image and character of a market town.

2.5 Kenilworth is totally surrounded by a Green Belt which was established in the 1950s and which has been very effective in fulfilling the aim of maintaining a rural area separating Coventry and Kenilworth, although at its narrowest that gap is only 600 metres wide. This Green Belt is now under threat because the urban area has expanded until it became constrained by the Green Belt. The new Local Plan removes certain areas designated for housing from the Green Belt. Quite separately the proposed HS2 railway line passes through the narrow gap with the subsequent threat of related development in the future.

2.6 Because the Castle, with its associated historic Mere and park area, is on the western side of the town it has restricted development on that side and most of the

recent development has been to the East. The new Local Plan provides for even more development on the East reaching right up to the A46. This means that the areas to be developed are even further from the town centre making it essential that physical and community links are maintained and even strengthened.

2.7 Kenilworth is a town that supports a variety of community activities including several sports clubs and two amateur theatres together with numerous charitable and voluntary organisations and also several Church communities representing a variety of denominations. Furthermore, all of the schools are of a very good standard at all levels. All of these assets are bound in a reasonably tight community which sees the Town as a good place in which to live and to bring up a family.

Traffic & Transport

2.8 There is a limited choice of through road routes in the town so traffic is a major issue. In the Questionnaire "Improve road junctions at various places in the town" was rated the highest of ten possible projects in the town to which new developments should contribute. Traffic was the major common theme throughout the Consultation. From the many comments and responses people are fearful of the effect of the extra traffic from the future housing developments. The flow at St John's gyratory is approaching 30,000 vehicles a day and this flow is fairly constant throughout the working day, though there are rush-hour peaks.¹

2.9 Much of this traffic is on the Warwick Road, the main shopping street of the town, where there are air quality issues. The traffic flows through the town centre are now approaching those which 40 years ago justified the building of the A46 Kenilworth By-pass which itself now has traffic flows of motorway proportions. Although Glasshouse Lane and Birches Lane act to a certain extent as an Eastern Ring Road there is no equivalent route to the West and as a result traffic increasingly takes various rat-runs through the residential streets.

2.10 Car ownership in Kenilworth is significantly above the national average. From the latest available detailed census figures (2011) the number of households with two or more cars averages 45% across the three Kenilworth wards compared with 32% across England, and 40% across Warwick District. Conversely the number of households without a car is only 14% compared with 26% across England and 18% across Warwick District. Not surprisingly with such high car ownership the proportion of people driving to work is 70% which is a quarter higher than the national average of 57%. The number using public transport to get to work is only 6% compared with the national average of 17%.²

2.11 The high proportion of households with two or more cars means that many are used for the school run. When last recorded in 2011³ 43% of primary and 19% of secondary pupils travelled by car. The traffic around the primary schools is visible proof, and constitutes a recognised safety hazard. The matter has been raised as a concern at a number of the Community Area Forums and appears common to all

¹ Warwickshire County Council Cordon Survey April 2014

² Warwickshire Observatory 2018 analysis based on 2011 Census

³ Warwickshire County Council Survey 2011

the schools. The situation at the secondary school may even be worse when the school moves further from the centre as planned. A 20mph limit has recently been introduced in the road currently housing the secondary school.

2.12 A working railway line from Leamington Spa to Coventry, linking the Chiltern Line and the West Coast Main Line runs through the middle of Kenilworth but the station was closed in 1965 as a result of the Beeching Plan and later demolished. A new station at the junction of Priory Road and Waverley Road has recently been completed. It is necessary to improve links by all means of transport, including walking and cycling, with the Town Centre and the Castle. This could include better links with the local bus routes thus providing a public transport network that would reflect the needs of both the Town and the University of Warwick. There is limited car parking at the Station which may prove inadequate if the railway is very successful and the number of trains increases.

2.13 The planned HS2 railway Phase 1 route passes to the North of the Neighbourhood Area just cutting through a short portion of the boundary. (see Map 3.2) There may well be an adverse effect on traffic flows on a number of roads during the long construction period, particularly as that is likely to coincide with the building of houses in the proposed major developments.

2.14 The creation of an off-road Sustrans cycle route to the University of Warwick and along the Kenilworth Greenway to Burton Green has been a very successful project. However, cycling in the town has become a contentious issue as most roads are relatively narrow, so there is no opportunity to create a dedicated cycle lane and cyclists in some instances ride on the footway for their safety, but to the annoyance of pedestrians. WCC are already looking at possible improvements on cycle routes in the town. (See Map 2.1) The new large developments provide an ideal opportunity to provide safe off-road routes but it will be necessary to link them to the town centre and particularly to provide good safe routes to the allocated Secondary School site.

2.15 A major WCC project outside the Town will provide a dedicated off-road cycle route, K2L, from Leamington to Thickthorn. That will link through the new development sites to the allocated Secondary School site. It is only a short but challenging step from there to link to the Greenway on the Common and hence provide a complete route from Leamington, where many of the students live, to the University of Warwick. Similarly a route South from Thickthorn through the new sports developments will lead to Leek Wootton and link to the existing Sustrans 52 route to Warwick.

2.16 There are within the urban area of the town a large number of footpaths which cut through between roads. Indeed it is almost possible to cross from one side to the other via this means. Some of these are the remnants of a network of footpaths existing before development whilst others are created during the building of estates. Some belong to the County, some to the District, some to the Town and others are privately owned. Although many are remnants of rights of way, very few are formally identified on the definitive maps. Whilst all are suitable for pedestrians others are also possibly suitable for cycling and mobility scooters. An exercise has started to formally identify many of these footpaths but the backlog at the relevant

County department means that many years may pass before formal recognition is given. (see Map 2.2)

2.17 In contrast to the urban area the footpaths and bridleways in the rural area of the Town are fully recorded and well maintained by the volunteers of the Kenilworth Footpath Preservation Group.

Heritage

2.18 The first documentary reference to Kenilworth is in the Domesday Book of 1086 when as Chinewrde it was a small farming village of 17 households probably in the Castle Street/High Street area. In about 1120 the King granted Kenilworth to Geoffrey de Clinton and built the first Castle. In 1122 Geoffrey de Clinton founded a Priory which became an Abbey in the mid-15th Century the remains of which are now visible in Abbey Fields.

2.19 He reserved for himself enough land to make a park and by the mid-12th Century had also founded a "borough" along the Warwick Road the charter for a market being granted in 1268. The castle park also included a large lake or mere around the Castle which is said to have been the largest man-made lake of its time. Development of the Abbey in the 12th and 13th Century with substantial stone buildings being erected has determined the layout of Kenilworth to a great extent maintaining a large open area in the centre of the town now known as Abbey Fields.

2.20 In 1266 the Castle was besieged by the King for 6 months at the end of the Baron's War. In 1538 the Abbey was dissolved and the buildings were made uninhabitable, the brethren being granted pensions. The stone from the site was then used for various building works in the town including at the Castle. The old Abbey Gatehouse was later re-roofed for use as a house until the 19th Century. The principal surviving buildings are now the Abbey Gatehouse and the building known as the Abbey Barn, together with various standing pieces of ruin including the Chapter House wall. During the 16th Century a number of timber framed houses were erected in the town which still survive, however, the greater number of timber framed houses were erected during the 17th and 18th Century.

2.21 In 1649, at the end of the Civil War, Colonel Hawkesworth arrived with instructions from Cromwell to "slight" the castle and this was done, with the exception of the Castle Gatehouse which he converted into a dwelling. The Mere was drained and the castle park divided up between his men and made into farms. This saw the destruction of the Castle and left it as the ruin we largely see today. In 1765 all the common fields of Kenilworth were enclosed and divided up into allotments. This also led to the creation of the basic road pattern in Kenilworth today.

2.22 Changes occurred in the town with the growth of light industries relating to the agricultural economy, including horn comb making, tanning, fell mongering (skin preparation) and a short-lived Prussian Blue manufacturing business. Industrialists from Birmingham and Coventry saw Kenilworth as a pleasant town in which to build large mansions for themselves such as Kenilworth Hall whilst the town started to expand with cottages being erected in Mill End and St John's.

2.23 There are one large and three small Conservation Areas the Neighbourhood Area, though these subdivide into many character areas. There are 142 Statutory Listed Buildings in Kenilworth of which 5 are Grade I listed. (see Map 2.3) There are additionally 252 Historic Environment Records (HER) kept by Warwickshire County Council.

Social Infrastructure

2.24 Kenilworth grew as a residential town from the coming of the railway in 1844 with several periods of house-building, much of which initially filled the gaps in the original widespread town road network. In the last 60 years the population has more than doubled with intense building in the 1950s stopped by sewer constraints then a surge in the 1970s and 1980s stopped by the Green belt boundary. Release of Green Belt Land in the new Local Plan will lead to a further surge as it is a desirable area in which to live.

2.25 Kenilworth as a town is currently well resourced with facilities to support its social infrastructure. These include Primary Health facilities, Schools, a Children's Centre, though that is under threat of closure by the County Council, Day centres, Community centres and Halls. By mapping these facilities it is clear that the concentration of facilities is around the town centre. However, the planned development for housing is at the eastern edge of Kenilworth, which is a mile from the town centre. (see Map 2.4)

2.26 The one Secondary School is, at the moment, situated on two sites and is at capacity. Dual site funding was withdrawn a few years ago and so the school needs to be situated on a single site to remain viable. The existing school sites are accessible to large areas of the town and provide a high standard of academic education. Five Primary Schools are spread across the town and are full to capacity with the existing town population.⁴ The existing schools in the town therefore cannot absorb the anticipated increase in school population when the new housing developments are built.⁵ As part of the District's new Local plan the existing Secondary School sites have been allocated for housing and a new School site allocated as part of the developments to the East of the Town. The housing developments will require a new primary school but a site for this has not been specifically allocated in the new Local Plan. The developments at Burton Green and King's Hill, which are outside the Neighbourhood Area, may also affect the demand for school places in Kenilworth.

2.27 Both local GP surgeries are situated in the town centre and are expanding their properties. Neither site has sufficient space for any increase in car parking for either staff or patients. If car parking in the town centre is not expanded it will restrict access to facilities there. Primary health care also includes care provided by nurses, midwives, physiotherapists, dentists, opticians and pharmacists. These professional services are also mostly provided in the town centre with the exception of a

⁴ Warwickshire County Council August 2018

⁵ Warwickshire County Council August 2018

pharmacist which offers extended services in Leyes Lane and a dentist in High Street. (see Map 2.5)

2.28 The Cemetery for Kenilworth is in Oaks Road. It is owned and operated by Warwick District Council. Although some additional land was allocated some years ago there have been drainage problems in that area and so the space available for additional interments is limited. There will be a need to allocate additional cemetery space somewhere in the area around Kenilworth but no site has been identified. The churchyard at St Nicholas has been closed for many years apart from interment of ashes. A Memorial Garden has recently been created at St John's Church but there will be no interment there.

Sports and Leisure facilities

2.29 Kenilworth is well-provided for by both local authority and private sporting facilities, quite apart from school playing fields. Warwick District Council runs two sports hall and two swimming pools. One of these is an outdoor pool which is a particular attraction in the area. Private clubs include a rugby football club, two association football clubs, two cricket clubs, a tennis, squash and croquet club, a golf club, a bowling green and several indoor gyms. There is a running club and also several informal running groups, but there is no running track or athletic facility in the Neighbourhood Area. These existing sports facilities are situated all around the urban area and most are very well used. (see Map 2.6)

2.30 Warwick District Council is currently investigating the upgrading of its sports and leisure facilities in Kenilworth involving significant investment. This will include consultation with other sports facilities including the University of Warwick where a new sports hall is to be built only two miles outside the Neighbourhood Area where facilities will be available to local communities.

2.31 At the Warwick District Council owned complex at Castle Farm there is currently a Leisure Centre with sports hall (4 badminton courts) and a gymnasium over which are facilities for the Scouts and Guides. Outside there is a small children's play area, a pétanque terrain, a skateboard ramp area and informal sports pitches, plus the inevitable car park. The area is not only in the Green Belt but also not far from the sensitive area of the Castle and related Park and Fishponds, which are also a Scheduled Ancient monument. There are therefore restrictions on development but there are two ways in which this area may be improved resulting in substantial investment in this key facility in the Neighbourhood Area. The area has been designated for outdoor sport in the new Local Plan

2.32 Firstly the new Local Plan envisages the purchase of additional land in this area so that the Wardens Cricket (and football) Club can relocate here to free their land on the eastern side of the town for housing. There will be a need to build a clubhouse so that they are relatively self-contained, though there will be some shared facilities. However it is essential that open public access to some pitches is maintained as the other football club, a junior one, already plays there, together with informal use by organisations such as Scouts and Guides. The area will remain in the Green Belt.

2.32 Secondly WDC Is considering an upgrade and extension to the Leisure Centre itself, with internal rearrangements, the relocation of some external facilities and increased car parking. This will provide a better offer for the town.

2.33 Access is an important issue as the combined use would lead to greater use of the current access point at Fishponds Road. In the Survey such expansion was generally supported, but the Consultation indicated very great concern from nearby residents about the effects of traffic and access on residential roads.

2.34 The other sports hall is on the current main site of Kenilworth School. The Meadow Community Sports Centre has a 4-badminton court sized sports hall and a floodlit all-weather pitch. This facility is operated by Warwick District Council in partnership with the School. Any future location for the School should include a public access facility of at least equivalent size and facilities.

2.35 The facilities provided by the many private clubs are greatly valued. In the Survey a question which referred specifically to the Rugby Club and the Wardens ideally staying in the town scored highly.

2.36 The Rugby Club, which is possibly the largest membership organisation in the town after the Scouts and Guides, is located in two separate areas on the eastern side of the Neighbourhood Area which were in the Green Belt. The new Local Plan removes these areas from the Green Belt and allocates them for housing developments. The proposed new location for the Rugby Club is south of the town between the Warwick Road and the A46. Part of the site, including the proposed access, is actually in the Parish of Leek Wootton and therefore outside the scope of this Plan. All this area will remain in the Green Belt. The A46 and the railway will provide substantial and definable boundaries for a sports site but access can only be obtained from Warwick Road.

2.37 The Wardens Cricket Club is currently located in the Green Belt on the eastern side of the Neighbourhood Area just north of the Rugby Club. The Local Plan proposes that this area is also removed from the Green Belt and allocated for housing development, and that the Wardens will relocate to Castle Farm.

2.38 The Kenilworth Cricket Club is located to the south of the Neighbourhood area on the east side of the Warwick Road. This adjoins the area proposed for the Rugby Club relocation and some housing. Here it will be necessary to establish the spatial relationships between the two clubs and the housing proposed in this area.

2.39 Kenilworth Town Football Club was located in the south west of the town. There is currently no adult team and the ground is not being maintained. The junior teams are active and play at Castle Farm.

2.40 Kenilworth Golf Club is located to the north-east of the Neighbourhood Area. The new Local Plan proposes a housing allocation reaching Crewe Lane just across that road from the Golf Club but there should be no direct effect. The threat to the future of the Golf Club actually came from the proposed building of the HS2 railway which initially carved away part of the course, threatening the viability of the Club. Protracted negotiations and the Petitioning of Parliament have resulted in revisions which hopefully should enable the Club to flourish.

2.41 The Tennis, Squash and Croquet Club is located in the Green Belt to the north of the Neighbourhood Area. No housing developments are proposed in that area which will affect the club.

2.42 The Sports and Social Club on Rosemary Hill includes a crown bowling green which is the only remaining green in the town.

Tourism

2.43 Tourism is extremely important to Kenilworth as it brings jobs to the town and boosts the local economy. The main visitor attraction is Kenilworth Castle, a medieval castle with a very colourful history which is situated on the north-west side outside the Town Centre. Other attractions are Abbey Fields, Kenilworth Abbey Barn and Gatehouse, St. Nicholas' Church, High Street, Parliament Piece and The King's Arms and Castle Hotel (now Zizzi's restaurant and flats) where Sir Walter Scott stayed before writing the novel "Kenilworth". The Castle is not easily accessed either from the Town Centre or from High Street as the one-time main entrance is no longer open. There is a need to improve the physical links between the Castle and the Town Centre to benefit the local economy. Tourists need to be guided between the various attractions and there is support for improving signage and information.

Employment

2.44 Ever since the railway came to Kenilworth in 1844 and particularly since the line to Birmingham opened in 1883 Kenilworth has been a dormitory town providing a more pleasant place to live than the industrial cities. This is more than ever true today as much of the industrial land in the town has given way to housing. Every working day there is an outflow of residents to the Universities of Warwick and Coventry, to Leamington Spa, Coventry, Birmingham and even to London. This outflow is partially balanced by an inflow of employees in the relatively lower paid retail and catering industries which form much of the current employment in Kenilworth

2.45 The only significant employment areas currently within the Neighbourhood Area are the rather tired industrial estates at Princes Drive and Farmer Ward Road. The other industrial area at Common Lane is no longer scheduled for employment in the new Local Plan and could be developed for housing or other uses. Land is now allocated at Thickthorn for employment. Scattered throughout the town are a significant number of professional offices and self-employed people but most of these work in essentially adapted residential properties with very few modern offices existing in the town. Recent Government policy has meant that some of the purpose built office accommodation has been converted to residential under permitted development.

Retail

2.45 The Town Centre of Kenilworth has seen various changes over the last few years which have been mainly as a result of the 2004 Town Centre Plan which was developed at the time when Waitrose proposed opening in the Town. This involved many meetings, workshops, and lengthy consultations with members of the community, District, Town and County Councillors and officers. Those proposals were continued in the 2014 Action Plan where they gained further approval following the wide consultation that was carried out. There is therefore every reason to follow the direction that was approved locally, especially as many parts of that plan have already been completed. This Neighbourhood Plan thus gives an opportunity to complete those proposals with amendments to them where necessary.

2.46 There remain a significant number of independent shops though some of the usual high-street names have now established here. Like many similar towns there are a large number of charity shops. A feature of the Town Centre is the wide variety of coffee shops and restaurants. The result of this mix is that shop vacancy rates have remained low in comparison to much of the surrounding area in the last few difficult years. (see Map 2.7)

Green Infrastructure

2.47 The Green Spaces are a highly valued feature of Kenilworth. (see Map 2.8) However despite areas like Abbey Fields the amount of public access open space within the Neighbourhood Area is less than the District Council standard⁶ and most of the larger areas are towards the North of the Neighbourhood Area.

2.48 The Abbey Fields are in many respects the heart of Kenilworth and an essential part of its history and character. They are owned and maintained by Warwick District Council. The whole area enjoys protection as a Scheduled Monument and has for many years therefore only seen a gradual evolution of existing uses. The area is not a Nature Reserve and the maintenance of trees, grass and other natural features should ultimately be for the benefit of the residents and visitors. Abbey Fields are highly regarded by the residents, scoring exceptionally strongly in the 2013 Survey as an invaluable recreational asset which must be preserved and protected. However, this high regard reflects the many different uses to which the Fields are put, and hides the conflicts which can exist between the many different current uses.

2.49 Kenilworth Common is owned by Warwick District Council. It is a valuable asset for the Town and in the 2013 Survey scored highly that it should be preserved in its natural state. It must be protected from any further incursions. Although once open heathland most of the area is now wooded. The whole area is registered as a Local Nature Reserve and managed by Warwick District Council in that way. The Common was bisected by the building of the railway and in more recent years a cycle way has been created which for much of its length follows that same route. This cycle way links at one end to The Greenway and at the other end ultimately

⁶ Warwick District Council Green Infrastructure Study – Final Report 2010

links to Abbey Fields, providing important green links. There is also a bridleway across the Common with a ford at Finham Brook but no vehicular traffic attempts to use it.

2.50 Tainters Hill, owned by Warwick District Council, is a triangular open space off the Coventry Road near the old Water Tower. Although registered as a common and therefore protected, the area is a bit of an anomaly as the only management of the area is routine cutting of most of the grass whilst trees and undergrowth are essentially left untouched. There are opportunities to make more of this area on an important entry route into the town from Coventry.

2.51 Parliament Piece is an area of grazing land on the opposite side of the Coventry Road to Tainters Hill. Tradition has it that the name derives from its use for that purpose during the Siege of Kenilworth Castle in 1266 but it is equally possible that it may have been a camping site for Parliamentary forces during the English Civil War. It was donated by Miss Helen Martin to the Open Spaces Society with a covenant controlling uses. In turn the management has been passed to Warwick District Council. It is meadowland in the Green Belt and a favourite dog-exercising site. After the hay has been cut cattle are grazed for a few weeks. There is also a pond in the middle. The management of the area appears to work well and so no changes to the regime appear necessary.

2.52 There used to be several brickworks in Kenilworth using local clay. At Cherry Orchard the resulting pit was used as a tip for rubbish but as much of this was organic the ground is unsuitable for any use currently and provides an open space belonging to Warwickshire County Council which for safety reasons is currently officially closed to the public. It is unfortunate that such significant land in the middle of a large residential area cannot be used and in due course it hopefully will become available for public access. A small part of this area forms the recycling centre for the area which is very active.

2.53 Crackley Triangle lies between the Leamington to Coventry railway line and the disused Birmingham line which now forms part of the Greenway. It was overlooked when originally defining the Green Belt and an attempt to redefine it as Green Belt in the previous Local Plan in 2008 failed for legal reasons. This was unfortunate as it forms a natural green corridor linking the Common to the Green Belt and it lies in the very sensitive Crackley Gap which is the only defence against coalescence with Coventry. In the Survey the idea to give it Green Belt status scored highly. However, it enjoys no protection and planning permission has now been granted to build 93 houses in the area although deliverability is difficult because of limited access.

2.54 The Greenway is a linear park, owned by Warwickshire County Council, along the route of the disused Kenilworth to Birmingham branch line which was closed in the Beeching cuts. A branch from the Greenway forms part of the National Cycle Network 52 to the University of Warwick, and provides a link between Kenilworth and the University. In addition to mixed use with pedestrians and cyclists the Greenway becomes a bridleway suitable for horses as it leaves the urban area. The Greenway also links to Crackley Woods and other rural areas so it is important that all these accesses are maintained. It may be that this area is a suitable opportunity for the HS2 Environmental Funds, but much is outside the Neighbourhood Area boundary.

2.55 Behind School Lane the continuation of the Greenway, having crossed the Common and skirted the allotments, runs alongside Finham Brook as a combined cycle and pedestrian path between Park Road and Bridge Street. This area, which does not appear to have a name, is mostly floodplain and therefore remains undeveloped though it enjoys little statutory protection. It is suitable for designation as a Local Green Space within this Plan

2.56 Crackley Wood is an area of Ancient Woodland which has only recently been included in the Town boundary and thus lies in the Neighbourhood Area, although most people would have assumed that it already was in Kenilworth. It is owned by Warwick District Council and registered and managed as Local Nature Reserve. No changes in the management regime appear necessary.

2.57 Knowle Hill is an area of public open space owned by Warwick District Council and so designated as part of the housing developments in that area in the 1970s and 80s. It was presumably identified because the slope was unsuitable for house-building. It is mostly open but there is a belt of trees along the road, which are registered common land. It forms a useful informal area and is also protected as a Local Nature Reserve.

2.58 Beehive Hill is a Warwick District Council owned and maintained informal football pitch which is probably used more by dog-walkers than footballers. There have been suggestions to use this area to extend the allotments which are next door, but this would restrict public access and has been resisted so far.

2.59 Castle Park -The Mere area to the West of Kenilworth Castle which once was flooded to form the Great Mere is now drained and is registered as a Park and Garden of Historic Interest Grade II* although it is mainly privately owned agricultural land. The public access is by right of way on certain footpaths and bridleways. There is a possible scheme currently being investigated which would allow limited flooding of the area to hold back water at times of exceptional rainfall and reduce the flooding risk to properties downstream in the town. In the Survey opinion was almost balanced in favour and against the scheme. An idea to create a leisure facility on a re-flooded Mere received a very clear rejection and has been abandoned. For the last 30 years the area has been the site of the very successful Bonfire and Firework Display organised by Kenilworth Round Table which attracts well over 10,000 people and is rated one of the best in the Midlands.

Small Parks and Recreation Areas

2.60 Bates Memorial Field which includes a small children's play area, is an open area surrounded by the 1950s housing developments of Thornby Avenue, The Gardens, Arden Road, and Hermitage Way. There are two entrances, one from The Gardens, and one from Hermitage Way.

2.61 On the 12th May 1961 the land was handed over to Kenilworth Urban District Council by Mr Percy Bates as land suitable for two football pitches. It now provides the official open space for this part of the town. Bates Memorial Field has been upgraded with new tree planting, a refurbished children's play area and with security bollards to the entrances.

2.62 St John's Playing Field is off Guy Road and was a planned open space within the high-quality post-war public housing development built by Kenilworth Urban District Council. It provides a recently refurbished children's play area with an informal sports pitch and other open space for the St John's area of the town. It adjoins a care home, and housing for people with reduced mobility, and incorporates paths suitable for wheelchairs and mobility scooters. Perimeter trip rails have been installed to prevent unauthorised vehicular access.

2.63 Ebourne Recreation Park is off Ebourne Close, it was always an open area in the town and has many trees, these have been recently pollarded to open up the area and improve passive surveillance. The children's play area has been upgraded and new pathways have been provided around the park providing good access for pushchair and wheelchair users. Security bollards at access points have also been installed.

2.64 Glendale Avenue Park is a small children's play area providing a useful local facility behind Stoneleigh Road.

2.65 There exist throughout many of the residential parts of the town areas of informal open space which have either occurred by chance or more often been a requirement within a development. There are, for example, two particularly large areas off Dencer Drive and another area with a pond at Stansfield Grove which are all part of the 1980s development. In some cases ownership is not clear and there have even been instances where annexation by neighbours has occurred. Wherever possible such space has been identified and included as "Amenity Greenspace". (see Map 2.4) Similar space will also result from the requirements of the WDC Local Plan and the Garden Suburb policy applied to future developments. These areas must be protected.

Allotments

2.66 Allotments have proved very popular in Kenilworth and demand has outstripped supply for many years despite the acquisition of additional land. A number of the larger original plots have been split to help meet demand. There are currently about 350 tenants and a net waiting list of 70. The plots are well-maintained and far from the waste land found in some towns. For historical reasons the ownership and management of the different sites is somewhat complicated.

2.67 It will be essential to allocate adequate space for allotments in the new housing developments both to meet the additional demand and to attempt to catch up on the backlog. No changes are envisaged on the existing sites, although there have been suggestions that the Beehive Hill allotments could be extended into the adjacent open space. This has met with opposition.

2.68 Odibourne Allotments in the floodplain of Finham Brook and Spring Lane Allotments by the railway line are owned by the Town Council and run by the Kenilworth Allotments Tenants Association. Beehive Hill Allotments are relatively new and were created to help meet the demand. They are owned by Warwick District

Council but also run by the Kenilworth Allotments Tenants Association. Gypsy Lane Allotments are privately owned and run by the St John's Allotment Association.

Trees and Woodland

2.69 Not surprisingly for an area which was once part of the Forest of Arden there are large numbers of trees in both the urban and rural areas of the Neighbourhood Area. Many are in private gardens but there are some heavily wooded areas and there are many trees in open spaces such as The Abbey Fields, Parliament Piece and the Golf Course. There are also a significant number of highway trees. Many trees are protected by virtue of being in a Conservation Area and others by Tree Preservation Orders (TPO) applied by Warwick District Council.

2.70 The area proposed for development on the east of the Neighbourhood Area contains a large number of trees including some spinneys and a private arboretum off Crewe Lane. As many mature trees as possible should be preserved in the development and if any tree loss is necessary to enable development replacement planting should be provided. When the 1970s major development took place that particular area was given a blanket TPO but most of the area now identified for development enjoys no such protection.

2.71 Significant Wooded areas include Crackley Woods (Ancient woodland), Kenilworth Common, Knowle Hill, Bullimore Wood (Ancient woodland), Thickthorn Wood (Ancient woodland) Glasshouse Spinney, Glasshouse Wood (Scheduled Ancient Monument), Chase Wood (Ancient woodland) and Black Hill Wood.

Rural Area

2.72 Within the Neighbourhood Area there is a significant rural area in the North West stretching to the Solihull border. In the area there are few roads but a number of working farms and some isolated houses. Although there have been changes in agricultural practices the area has changed little in recent years and no significant changes are envisaged. Much of the area is accessible via well-maintained public footpaths.



3. Planning Policy Context

3.1 Kenilworth lies within the District of Warwick in the County of Warwickshire.

3.2 The National Planning Policy Framework (NPPF) published by the Government in 2012 is an important guide in the preparation of local plans and neighbourhood plans. The Plan must demonstrate that it is consistent with the provisions of the NPPF. The following paragraphs of the NPPF are especially relevant:

- Building a strong competitive economy (§20 – 22)
- Ensuring the vitality of town centres (§23 – 27)
- Promoting sustainable transport (§34 – 41)
- Delivering a wide choice of quality homes (§50 – 53)
- Good Design (§58)
- Promoting healthy communities (§70 - 75)
- Protecting local green spaces (§76 - 77)
- Protecting Green Belt land (§84 – 90)
- Conserving and enhancing the natural environment (§109 – 111)
- Conserving and enhancing the historic environment (§129 – 135)
- Neighbourhood planning (§183 - 185)

3.3 The development plan for the Neighbourhood Area is the Warwick District Local Plan 2011-2029 which was adopted in September 2017.

3.4 The District Local Plan does not specifically define strategic policies for the purpose of informing neighbourhood plan policy making but Warwick District Council considers the following policies in the Local Plan to be strategic:

- All Policies within the Development Strategy chapter which are defined by the prefix 'DS'
- All overarching policies at the beginning of each chapter identified by the suffix 'O'
- Policy H1 – Directing new housing

3.5 The proposed developments are significant for Kenilworth in terms of the scale of additional housing development east and south of the town comprising land at Thickthorn, Glasshouse, Southcrest and Warwick Road, as well as the relocation and redevelopment of the existing Kenilworth School sites. Beyond the Neighbourhood Area there are other significant development proposals, especially to the north at King's Hill and at Burton Green on the edge of Coventry and the proposed HS2 rail project just clip the northern edge of the Neighbourhood Area.

3.6 Details of the housing proposals for Kenilworth and adjoining Warwick District areas with indicative numbers of houses are shown in the following Table 3.1 and those for Kenilworth are shown on an extract from the new Local Plan. (see Map 3.1 below)

District	Ref	Area	No of houses	Notes
Kenilworth	H06	Thickthorn and Glasshouse	760	
	H07	Crackley Triangle	93	Note 1
	H09	Kenilworth School site	250	
	H12	Sixth Form College site	130	
	H40	Southcrest and Woodside	640	
	H41	East of Warwick Road	100	
Total			1,973	
Burton Green	H24	Burrow Hill	90	
	H42`	Westwood Heath	425	Note 2
Total			515	
Kings Hill	H43	Kings Hill	1,800	Note 3
Grand Total			4,288	Note 4

Note 1 Outline planning permission was given before the adoption of the Local Plan.

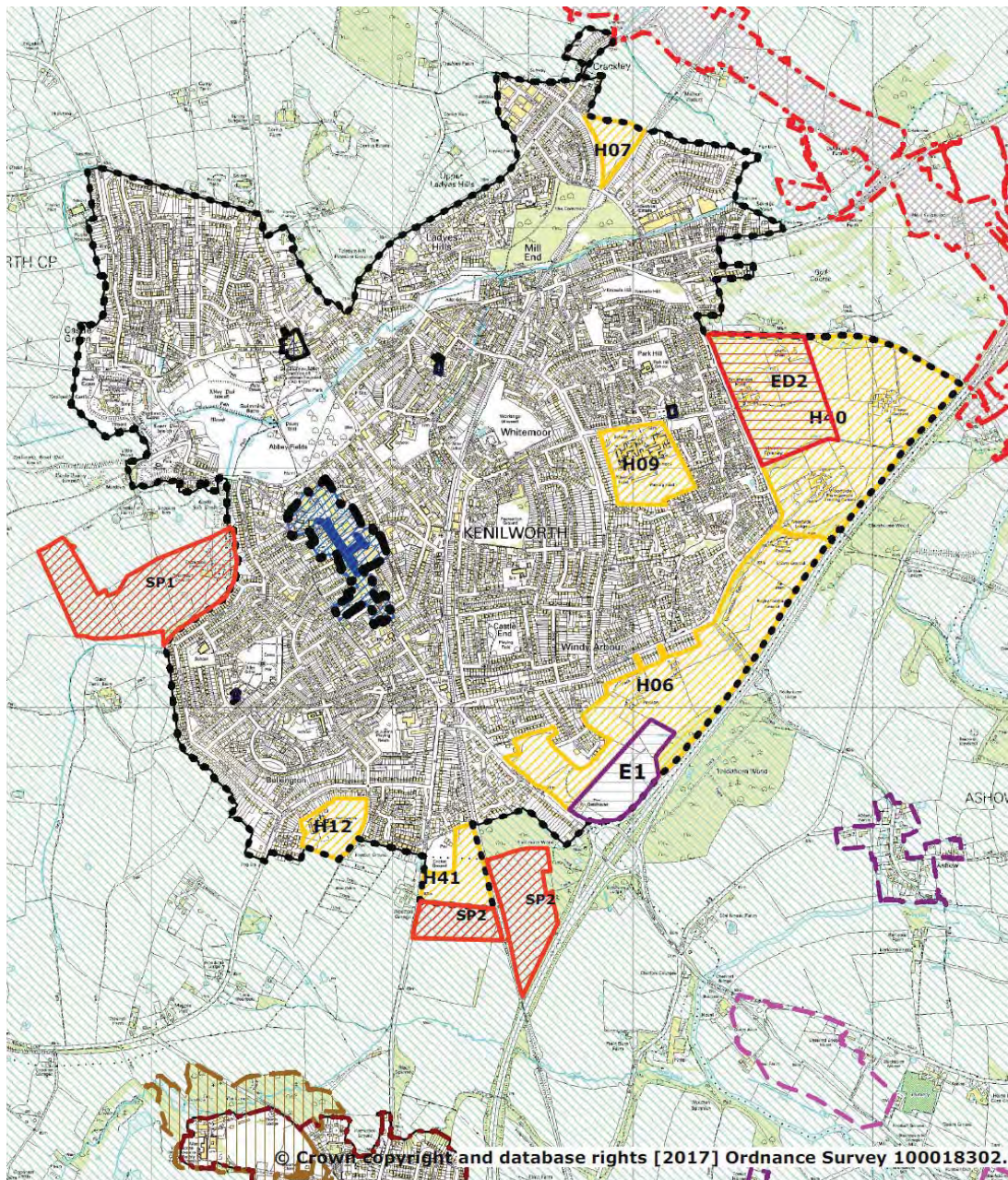
Note 2 Limited by current road infrastructure. Another 700 houses potential on safeguarded land for a future plan period.

Note 3 Another 2200 houses potential for a future plan period.

Note 4 The total does not include any windfall sites.

Table 3.1: Housing allocations in the greater Kenilworth area in the Warwick District Local Plan 2011 - 2029

3.7 The proposals for Kenilworth make provision for around 2,000 new homes, which represents an increase of 20% in the existing housing stock and town population. The distribution of almost all of that housing on the eastern edge of the town (on land now released from the Green Belt) will have consequences for access and movement through the town to connect that area with the existing town centre and social services. The proposals also include the relocation of significant sports and leisure facilities serving the whole town from its eastern edge to the western edge.



Map 3.1: Warwick Local Plan Extract Policies Map 5 Kenilworth

3.8 The new Local Plan contains four 'strategic' policies (DS1 – DS4) that set out the essential spatial principles of the plan. Of these, DS4 has the most importance for the Neighbourhood Plan in shaping where and how new homes and employment will be delivered.

3.9 Thereafter, there is a range of policies that have some strategic intent and the following are considered to be the most relevant for Kenilworth:

- DS9 Employment Sites to be Allocated – including 8 Ha of new land at Kenilworth for B1 and B2 uses
- DS10 Broad Location of Allocated Housing Sites – which identifies 1,593 homes on the edge of Kenilworth as part of its wider strategy
- DS11 Allocated Housing Sites – including 250 homes on the Kenilworth school site (H09), 130 homes on the Kenilworth VI Form College (H12) and 100 homes on land east of Warwick Road (H41)
- DS12 Allocation of Land for Education – makes provision for the relocation of the existing secondary school provision in the town to the strategic development land east of the town
- DS18 Green Belt – listing the areas in Kenilworth which have been removed
- DS 23 Allocation of Land for the Provision of Outdoor Sport - land at Castle Farm (SP1), and Land at Warwick Road (SP2), Kenilworth are allocated for the provision of outdoor sport

Non- strategic Policies

- EC1 Directing New Employment Development
- EC3 Protecting Employment Land and Buildings
- TC1 Protecting and Enhancing the Town Centres – Kenilworth Town Centre is defined
- TC2 Directing Retail Development – relating to Kenilworth Town Centre
- TC6 Primary Retail Frontages – defining the frontage in Kenilworth Town Centre
- TC7 Secondary Retail Areas - defining the area in Kenilworth Town Centre
- TC17 Local Shopping Centres – identifying High Street, Leyes Lane, the Oaks Precinct and Albion Street in Kenilworth
- CT1 Directing New Meeting Places, Tourism, Leisure and Cultural and Sports Development
- CT2 Directing New or Extended Visitor Accommodation
- H2 Affordable Housing – requiring 40% on sites of 11 homes or more
- H4 Securing a Mix of Housing
- BE1 Layout and design
- TR1 Access and Choice – details access issues by all modes of transport including pedestrians
- TR2 Traffic Generation – requires Transport Assessments and consideration of air quality
- TR3 Parking – refers to the Parking Supplementary Planning Document
- HS2 Protecting Open Space, Sport and Recreation Facilities
- HS8 Protecting Community Facilities
- HE1 Listed Buildings
- HE2 Conservation Areas – identifying the four Areas in the town

- HE4 Historic Parks and Gardens – identifying the Castle as a listed asset but also Abbey Fields, Parliament Piece, Rudfyn Manor and Wantage in the town as of local interest
- HE5 Locally Listed Historic Assets – on a list that has yet to be prepared
- NE1 Green Infrastructure
- NE2 Protecting Designated Biodiversity and Geodiversity Assets
- NE3 Biodiversity

3.10 This combination of policies provides a reasonably clear steer for the Neighbourhood Plan but leaves some issues unaddressed. Notably, the new plan makes no provision for expanding the town centre offer to encourage and enable the larger population to spend within the town. Nor does it consider how patterns of access and movement across the town may be affected by these major spatial changes.



4. Community Views on Planning

4.1 Kenilworth is a Town in which people want to live and there is a strong sense of community evidenced by the number of organisations concerned with different aspects of the town. The majority of residents, whether old or young, whilst seeing opportunities to improve and develop its features and facilities, are essentially appreciative of what is here today rather than hoping for some major improvement promised for the future. Indeed many view growth as a threat rather than an opportunity.

4.2 The continued growth of the Town has been managed in various ways over the years from the Conservation Plans of 1973 and the Inset Plan of 1988 to the Abbey Fields Plan of 2004. There was a "Planning for Real" exercise in 1997 and when the need for additional housing was included by Warwick District Council in their consultation on the Draft Local Plan the Town Council conducted a wide-ranging Survey in 2013.

4.3 This survey resulted in 1852 responses, which is equivalent to around 20% of households, indicating the level of interest and commitment of the residents. The responses included a large amount of written comment which was analysed using expertise from the University of Warwick.

4.4 The output from the Survey was a draft Action Plan published in 2014 which greatly influenced the aspects of the WDC Local Plan relating to the Town. However when the scale of housing development in the Town was virtually doubled in 2015 in the revisions to the Draft Local Plan following its initial Examination it was considered that a Neighbourhood Plan was needed to formalise the Action Plan and this was agreed without any significant local objection in August 2016.

4.5 Since that date consultation has continued both by involving relevant organisations in the working parties and also by involving the general public in stalls at events such as the Siege weekend in Abbey Fields, coverage in the local newspaper and three open mornings in the Town Council offices. The result was lots of useful feedback with particular concerns for the effects of the high level of growth now envisaged in the latest version of the Local Plan which has recently been adopted by the District Council

4.6 Following this stage a Pre-consultation version of the Neighbourhood Plan was prepared and subjected to a formal 6-week consultation which was extended because of the intense interest generated. Many of the concerns, such as the allocations for housing, actually originated from the Local Plan rather than the Neighbourhood Plan, and it was quite difficult to explain the relationship to the general public. The major challenges during the formal Consultation have therefore been the management of expectations of what a Neighbourhood Plan can actually achieve and the balancing of some conflicting issues relating to developments.

4.7 During the Consultation period there were four Saturday morning open meetings and one major Public Meeting plus several presentations to organisations in the Town. The result was 408 formal responses many of which covered a wide range of issues with several comprehensive responses from developers, from knowledgeable

organisations and from statutory authorities. These have all been analysed and where relevant the resulting output has been used to strengthen or amend the background information in Section 2, 3 and 4, the Policies and commentary in Section 5 and the additional information in Section 6.

4.8 The resulting evidence is detailed in the Consultation Statement.

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

4.10 Indeed apart from those concerned that too many additional houses were being planned and those specifically concerned about proposed sporting developments at Castle Farm, the main concern of the general public was the likely effect of the additional traffic arising from the new developments on the infrastructure of the Town, and its inability to be absorbed.



5. Vision, Objectives & Land Use Policies

Vision

5.1 The Vision for Kenilworth is:

The growth of Kenilworth provides an opportunity to preserve the character and improve the quality of life for both present and future generations, by protecting our heritage and improving our environment, making it the town and the community where we all wish to live and work, and which people want to visit.

Objectives

5.2 To achieve this vision a number of key objectives have been identified as follows:

- Housing - to ensure that the style, design and layout of housing builds on the unique character of Kenilworth and meets the needs of the Town
- Community - to ensure that new development is absorbed into the community and that appropriate facilities are created and maintained
- Green spaces (including Abbey Fields) - to protect, enhance and utilise the green spaces in and around the Town and to ensure that they are properly maintained
- Town Centre - to encourage and enable a thriving, safe and accessible town centre for retail, dining, employment and leisure uses as well as residential
- Transport links - to better connect all parts of the town both internally and externally by all means of transport
- Heritage - to protect, appreciate and exploit the historic aspects of the town

Land Use Planning Policies

5.3 Land use policies are used to determine planning applications made for development proposals. They can establish the principles for retaining or changing the use of land in settlements and in the countryside. They can also set out the conditions against which development proposals will be judged in terms of their design, access etc.

5.4 The purpose of these policies is to encourage and shape planning applications to be made for things that the local community want. Policies must be clearly written so they can be easily applied when considering planning applications.

5.5 The plan deliberately avoids repeating existing national or local planning policies. The proposed policies therefore focus on a relatively small number of key development issues in the area. For all other planning matters, the national and

local policies of other planning documents – the National Planning Policy Framework and the policies of the various Warwick development plan documents - will continue to be used. The Neighbourhood Plan also looks to the reasoning of the policies and the evidence base of the new Local Plan.

5.6 Set out below are the proposed policies of the Plan. Each policy has a number and title and the policy itself is written in bold italics for ease of reference. There is also a short statement explaining the intention of the policy and any other relevant background information. At the end of this document are the Policies Maps – where a policy refers to a specific site or area then it is shown on the Maps.

SITE-BASED POLICIES

Policy KP1: Town Centre

- a. Land at Smalley Place, as shown on the Policies Map 5.3, is allocated for civic and community uses, with the expectation that a Town Arts Centre and Hall and upgraded medical facility may be accommodated over the Plan period.***
- b. Proposals to improve Abbey End to reflect the need for improved pedestrian space in the Town centre will be supported. The Neighbourhood Plan defines an extended primary shopping frontage in the Town Centre to include Abbey End as shown on the Policy Map 5.3.***
- c. Proposals to improve the appearance of the rear of the Abbey End shops will be encouraged and supported.***
- d. All changes to shop fronts in Warwick Road, The Square, Abbey End and Station Road should demonstrate appropriate regard to the current Shop Front guidance published by the Kenilworth Civic Society.***
- e. Proposals for a two-storey car park at Square West and/or at Abbey End, as shown on the Policies Map 5.3, will be supported, provided the ground floor is semi-sunk so that a second tier is not be at a high level so that the overall height is minimised in the interests of visual amenity and to reduce the impact on neighbouring properties and that EV charging points and secure bicycle parking are included in accordance with the Local Planning Authority's current requirements.***

5.7 This policy complements the existing development plan policies that define the Town Centre and its primary and secondary shopping frontages. It contains a number of site-specific proposals that together are aimed at enabling the town centre to serve a larger local population in the coming years.

5.8 The Town Centre Development Plan 2004 included proposals for the creation of a Civic Centre at Smalley Place, which would include the Town Council Offices, the Library and the District and County One Stop Shop. The acquisition of Jubilee House means the Town Council Offices, a Police office and the MP's Office are already under one roof. Its refurbishment and the introduction of Warwickshire Direct into the Library have achieved many of those objectives.

5.9 The same plan also proposed that the Centre should also make provision for a theatre, hall or arts centre in this same area and this still remains a major proposal.

Much work has been done in relation to this proposal by the District and Town Councils and the draft designs prepared have clearly shown that this Centre could be achieved on the Smalley Place site between the existing Library and Jubilee House. This building could not only provide a new home for a local theatre but also an occasional cinema and meeting hall. Arrangements would have to be agreed to manage the facility and co-ordinate the various potential activities and uses. The development would enable the Town to have a new and modern theatre. Furthermore, the community uses of the Centre would allow the subsidy of this project because of their contribution to the public good. This policy simply allocates land. Progress on the project will depend on future decisions and funding opportunities.

5.10 An original aim when the District Council purchased Jubilee House was to re-house the Primary Care Trust Clinic on the ground floor and thus provide a modern facility for the Clinic patients and staff, in place of the ageing current facility which is in need of replacement. This proposal stalled because of the reorganisation of the Health Service. Whatever the change in the structure of the Health Service we assume and expect that a clinic will still be provided and the redevelopment of the clinic site would be a beneficial move for all concerned.

5.11 The Abbey End shopping centre was renovated and its frontage landscaped in accordance with the 2004 Town Centre Plan, and has settled and developed reasonably well. Unfortunately, the enhancements proposed for the rear of the building facing the car park were not completed. This objective should become part of planning policy and the current Tenants and Owners should be encouraged to put those proposals in hand so as to provide access and shop fronts to that side. This would then present a more pleasing and attractive aspect to the car park and encourage entrance to those businesses direct from the Abbey End car park. This improvement has become even more essential with the development of the Kenilworth Centre, The Senior Citizens Club and the redevelopment of the housing at Wilton Court. These three important new developments provide a new opportunity for Abbey End to have a more pleasing aspect at both front and rear as effectively a new street front would be created on the other side of the car park.

5.12 The area to the front of Abbey End has effectively become the Town Square and market place as a result of the developments already carried out and those now granted planning permission at Talisman Square. This new status will require more detailed planning to encourage and ease pedestrian access to it. This would require the realignment of traffic access through that area so that the area used by the traffic island became part of the structure of the square, with possible relocation of the bus and taxi stands. The Primary Retail Frontage has been extended to over the shops at Abbey End. This relates to the new Local Plan policy TC6.

5.13 Unfortunately the development of the shops in Warwick Road has occurred with little coordination of shop front design and the result does not present a pleasing street scene. Whilst it is appreciated that this situation cannot be altered overnight it is felt essential that there should be a Design Policy for the shop fronts in the Town Centre in general and this policy has been strongly supported. Policy KP1 therefore references Kenilworth Civic Society's existing guidance to ensure that all future proposals will need to demonstrate regard for its content which may be updated from time to time. This would then provide a basis to improve the street scene in the

future as shop fronts are renewed, and give some conformity to the main shopping centre.

5.14 The Town car parks are already well used and on many occasions are perceived as being completely full. With the addition of 2,000 houses on the new developments, we envisage that there will be insufficient parking in the Town centre. It is our intention to take advantage of the new developments to increase the viability of the Town Centre for the benefit of the Town as a whole and therefore it is essential that not only is there easy access to the Town Centre by all means of local transport, but also that if pressure increases some more parking provision is made available. There are some strong views against providing extra parking and thereby encouraging car use but in contrast many people consider it unrealistic in a town of very high car ownership to fail to provide more parking and threaten the viability of Town Centre shops and other businesses.

5.15 There is however no suitable land available for further surface car parking. The locations of the existing car parks do not lend themselves to conventional multi-storey parking as they are close to residential development and our Survey showed that this would not find support, but there is support in the Consultation for an option similar to the Waitrose car park with the ground floor being semi-sunk so that a second tier need not be at a high level. This would also allow for Pay on Foot parking which we believe would encourage shoppers to stay longer. Such a scheme could probably be more easily built at Square West but a similar method of construction could be considered in Abbey End Car Park where advantage could be taken of the existing slope.

Policy KP2: Station Road

On Station Road between the Town Centre and Priory Road, as shown on the Policies Map 5.3, proposals for the redevelopment or change of use should have regard to the desire to improve and increase pedestrian, cycling and other transport links along this route and must not obstruct or hinder the use of the footways.

Proposals to redevelop land on Priory Road, Waverley Road or Station Road should be designed so as to enhance the attractiveness of the route between the station and the Town Centre.

5.16 This policy acknowledges the increasing importance of Station Road in connecting the Town Centre with the new railway station, which opened in 2018. The station lies only a short walking and cycling distance from the Town Centre and the road is a residential street for the most part. It was decided when the plans for the Town Centre were adopted several years ago that the eventual aim was to make the Warwick Road end of Station Road from the car park entrance onwards, pedestrian friendly by using block paving and slowing traffic to allow a mix of vehicles and pedestrians in a manner similar to West Street in Warwick. This plan met with mixed reaction in our Survey and the Consultation. If advanced it should be subject to further careful consideration as to its feasibility.

5.17 A successful station is likely to create pressures for change and redevelopment in its vicinity on Station Road, Priory Road and Waverley Road. The policy

encourages such proposals provided they will enhance the appearance of the route to pedestrians and cyclists by changes such as improving pavements and introducing a contra-flow cycling lane. There will also be a need to review bus routes involving the Station and the Town Centre. Highways England has indicated general support for the new station as this will give opportunities to reduce traffic on the A46.

Policy KP3: Warwick Road Special Policy Area

Proposals will be supported for uses for which a Town Centre location is not essential and that will not detract from and may enhance the attractiveness of this entry into the Town Centre; accordingly proposals for A2/A3 commercial uses, B1 business uses and C1 hotel uses may be supported in the Area shown in Policy Map 5.2, provided they have regard to the heritage, design, amenity and other relevant policies of the Development Plan.

Proposals in general which help to improve the air quality in the Warwick Road Special Policy area will be supported.

5.18 This policy identifies the section of Warwick Road between the Town Centre and the A452 as requiring special policy action, given its importance in linking the major housing development areas of the town with the Town Centre. An increase in road traffic and footfall along this route is likely to create pressures for land use change in the area that need to be managed carefully. The road contains a number of residential properties and a variety of commercial and other uses and so the principle of mixed uses is well established. The increase in the prominence of the route would make it attractive to more commercial uses that are not essential to a location in the Town Centre, i.e. financial services and café/restaurants, and to hotel uses. It is not well suited to an increase in public houses or hot food takeaways as this will likely harm the amenities of the existing residential properties.

5.19 Warwick Road, the main road through the town centre, carries heavy traffic throughout the day and has poor air quality.

Policy KP4: Land East of Kenilworth

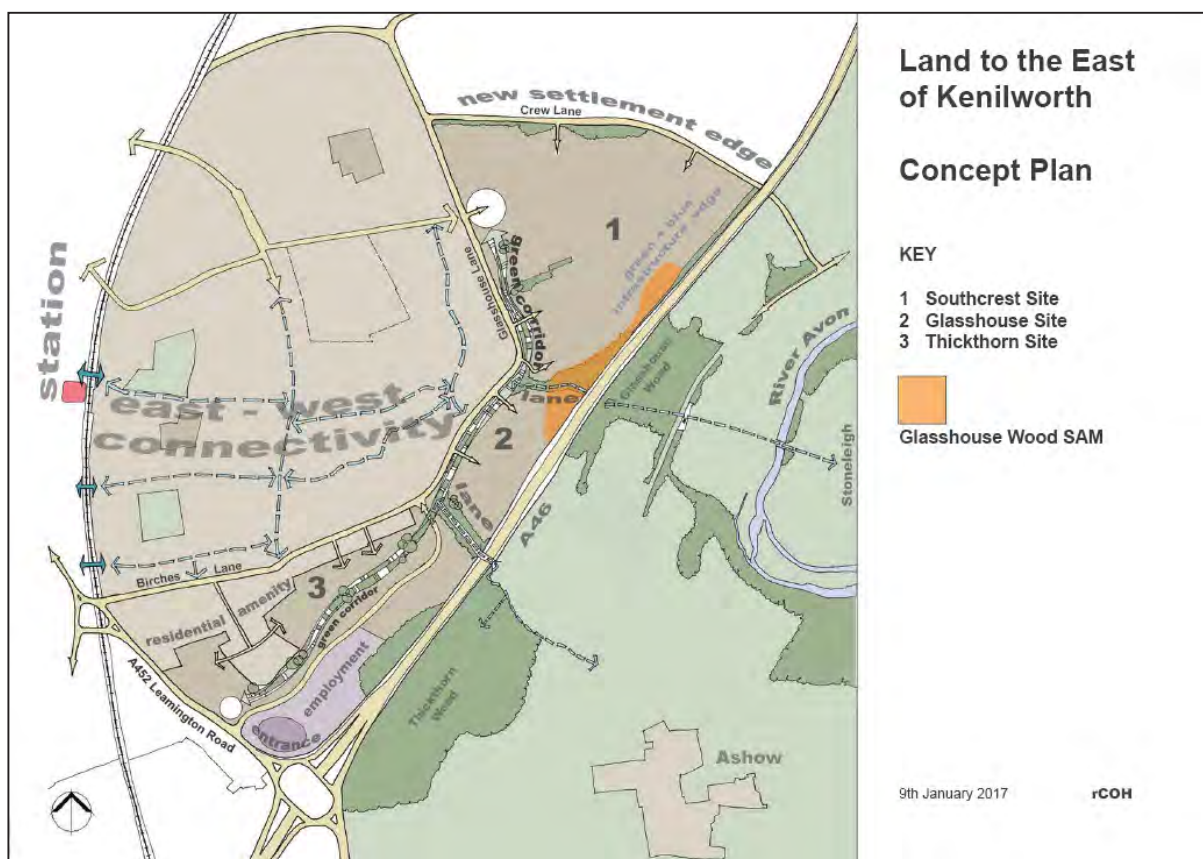
Development proposals for housing and other uses on land released from the Green Belt east of Kenilworth, as shown on the Policies Map 5.2, will be supported where they accord with a Development Brief produced by Warwick District Council or a Layout and Design Statement to be approved by Warwick District Council, all in accordance with Local Plan Policy DS15.

The following general principles should inform the Development Brief or Layout and Design Statement and hence show appropriate regard to the views of the local community:

- a. the provision of a secondary school, sixth form college and if deemed the most appropriate location a new primary school on land at Southcrest Farm in accordance with Warwick District Local Plan Policy DS12. The new schools***

- site should include for the sports facilities to be, as currently, shared with the community;
- b. the provision of a primary school to serve the Thickthorn site in accordance with Warwick District Local Plan Policy DS11;
 - c. the provision of a local centre comprising a mix of A1-A5 commercial uses and D1 community facilities, with the possible inclusion of medical and youth facilities and places of worship, to meet identified local needs that are also accessible to the existing residential areas of eastern Kenilworth;
 - d. the potential provision of a distinct area at Thickthorn for B1 and suitable B2 business uses only, with direct vehicular access to A452 Leamington Road or direct to the A46 junction, the layout and design of which should enhance the entrance to the town from the A46 junction and must be compatible in uses with the amenities of adjoining residential areas;
 - e. the provision of a proportion of the open market homes as self-serviced plots for self-build and custom build commensurate with demand evidenced on the local authority self-build register of interest, not exceeding 5% of the total number of dwellings;
 - f. a highways strategy that allows for an arrangement of uses and access routes to connect the development with the existing built up area at multiple points by walking, cycling, public transport and car;
 - g. residential roads within the developments are designed to a 20mph standard so as to give priority to pedestrians and cyclists wherever possible;
 - h. the provision of a green corridor through the various land parcels that wherever possible:
 - is arranged in such a way as to benefit the new development and the existing community;
 - functions as a linear route linking the school sites and local centre;
 - comprises and connects to pedestrian and cycle routes, public open space, the provision of new allotments and other forms of green infrastructure;
 - incorporates Rocky Lane and Glasshouse Wood path and other public rights of way and footpaths on the land as a means of improving access from the town to Stoneleigh and the River Avon;
 - retains and integrates as much of the existing wooded areas such as Glasshouse Spinney, Crewe Lane Arboretum, the spinneys at Thickthorn and Jordan Closes and other landscape features as practical;
 - i. the creation of a soft edge along Crewe Lane, retaining the belt of trees and a similar frontage to Glasshouse Lane;
 - j. the protection of the residential amenity of the existing development along Leamington Road, Glasshouse Lane, Birches Lane and the roads off towards the developments including the planted verges in such areas ;
 - k. the layout and appearance of the development shall conserve and where possible enhance the historic environment and heritage assets on or near to the site in a manner appropriate to their significance;
 - l. an environmental strategy should establish how the development will provide opportunities for a net biodiversity gain and manage the sustainable drainage of the land;
 - m. a phasing plan and delivery strategy should enable self-contained phases of development to come forward and set out the thresholds for the delivery of site infrastructure.

5.20 This policy establishes the community's development principles for the planning and delivery of new development of approximately 1,400 new homes and 8 Ha of business land to the East of Kenilworth over the plan period. The land comprises agricultural, recreational and other open land at Thickthorn and the sports pitches up to Glasshouse footpath and Southcrest Farm, as shown on the Concept Plan Map below which is extracted from the Joint Site Delivery Statement 19th September 2016. There are several different land ownerships and arrangements for promoting and delivering development. The adoption of the new Local Plan in 2017 released the land from the Green Belt for development.



Concept Plan – Land East of Kenilworth

5.21 The policy is therefore not allocating the land for development but is seeking to be a positive and helpful bridge between the allocation policy of the Local Plan and the comprehensive site Development Brief that will guide future planning applications. It is derived from a Joint Statement prepared by the Town Council, District Council and land interests in September 2016 that was submitted to the examination of the Local Plan in October 2016. The involvement of all the key parties in the Joint Statement demonstrates the value of 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. Warwick District Council is now producing a detailed Development Brief for the area which will build on the agreements.

5.22 There are no constraints on the land which prevent development, now it is released from the Green Belt, other than the presence of a Scheduled Monument on its eastern edge. The land interests produced technical evidence demonstrating the deliverability of the sites at the Local Plan Examination in Public. They showed 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.

5.23 The total number of homes provided for in the Local Plan is approximately 1,400 all of which can be delivered by the end of the plan period. The Local Plan requires that a wide range of housing types and tenures including 40% affordable housing is delivered; this policy adds that 5% of the total number of the open market homes should be provided as serviced plots for self-build and custom build in line with the Government's encouragement of this form of housing delivery. Although self-build remains novel in this country, there is already some interest in Kenilworth. As of February 2018 there were 30 expressions of interest specifically for Kenilworth and another 70 seeking unspecified plots somewhere within Warwick District. The precise means of delivering this requirement will be addressed in the Development Brief.

5.24 The Local Plan also requires that 8 Ha of business land is delivered in the southern corner of the site closest to the strategic highway network. This area represents a major opportunity to grow the base of higher value added, higher job density businesses in the town. There is a growing demand for such locations, not least to enable new businesses to spin out of the nearby University. Conversely, the allocation is not suitable for the types of business uses that may cause long term conflicts between the amenities of occupiers and nearby residential properties. This need not entirely rule out B2 uses, but they should ideally be ancillary to a B1 use on the site and should not be located prominently in the appearance of the site, nor close to the existing or planned residential areas.

5.25 The Local Plan also requires the provision of land to enable the relocation and consolidation on one site of Kenilworth School and land on the northern edge has been earmarked for that purpose. Consultations with the County Council have shown that the land must also provide for new primary school facilities. This provision should be positioned and developed to enhance the existing primary school facilities. It should also encourage links between the existing communities and new communities.

5.26 Attractive features of the previous developments to the east of Kenilworth are the established facilities of existing schools and community centres. Any new development should not be detrimental to these existing facilities. Indeed the existing school facilities should be used to their maximum to ensure integration of new families with the town. Footpaths and cycle paths will be crucial in linking new housing with existing facilities such as schools, churches and the Town Centre.

5.27 The Town Action Plan looked at centralising all primary care facilities in the Town Centre and it sought to facilitate the sharing of services. As both GP surgeries have extended their buildings this will not happen in the Town Centre, but the idea of sharing facilities in a flexible community facility on this site might help bind the new and existing communities. The new community facilities should be delivered in an

accessible location to serve not just the new residents, but also the existing community in this part of the town. The facility should be flexible so that it can be used by various agencies e.g. health, early years childcare and community groups. A centre will serve to reduce isolation and if services are offered there for the use of whole town, it will increase the integration of the new development with the existing town, without increasing traffic flow into the town centre and without increasing any demand for car parking space in the centre. Consideration should be given to co locating the community centre with other facilities, e.g school space. There would be need for Nursery provision for the East of Kenilworth site and this may be used as childcare facilities for employees on the site. A commercial or community cafe facility would act as a welcoming frontage for services.

Policy KP5: Redevelopment of School Sites

The redevelopment of the existing school sites at Leyes Lane and Rouncil Lane, as shown on the Policies Map 5.2, will be supported, provided that:

- a. residential roads within the developments are designed to a 20mph standard so as to give priority to pedestrians and cyclists wherever possible;***
- b. at Leyes Lane the redevelopment scheme makes provision for the creation of a new public open space and play facilities that are accessible to the existing and new residents;***
- c. at Rouncil Lane the redevelopment scheme makes provision for a footpath and road crossing to St John's School and to the local shop/post office at Roseland Road.***

5.28 The existing school sites provide a focus for the community which will be removed with their redevelopment. The Leyes Lane site has provided facilities for a Church in the Lower School Hall as well as the Meadows Community Sports Centre. Alternative facilities will be need to be provided for these ideally on the new schools site (see Policy KP4).

5.29 The current sixth form site is situated south of Rouncil Lane and The County Council has had discussions with St John's Primary school to extend its capacity to meet the additional requirement. Any related school extension should be completed early in the development process to provide also for children of new town residents who would be in easy reach of the Thickthorn development area.

Policy KP6A: Land East of Warwick Road - Housing

Development proposals for housing uses on land East of Warwick Road, as shown on the Policies Map 5.2 as Part A, will be supported, provided that:

- a. the layout separates, with appropriate landscape mitigation measures, the housing scheme from the existing cricket field, the allocated new sports pitches and the railway line;***
- b. the layout at the southern boundary creates a soft edge to the Town and respects the adjoining Green Belt;***

- c. *mitigation or other measures ensure that the development does not prejudice the playing of cricket on the existing, adjoining cricket ground;*
- d. *appropriate cycle and pedestrian routes are provided within the site linking to adjoining cycle and pedestrian routes;*
- e. *residential roads within the developments should be designed in accordance with the relevant standards of the local planning and highway authorities to achieve a 20mph standard so as to give priority to pedestrians and cyclists wherever possible.*

Policy KP6B: Land East of Warwick Road – Sports

Proposals for sports and recreation uses on land East of Warwick Road, as shown on the Policies Map 5.2 as Part B, will be supported, provided that:

- a. *the scheme delivers the appropriate facilities associated with the provision of outdoor sport, provided that they are located and designed in such a way as to preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- b. *suitable vehicular, cycle and pedestrian access is provided from Warwick Road;*
- c. *appropriate cycle and pedestrian routes are provided within the site linking to adjoining cycle and footpaths and residential areas;*
- d. *an ecological strategy is submitted which minimises impacts on biodiversity and produces net gains where possible;*
- e. *a surface water drainage strategy is submitted which incorporates appropriate sustainable surface water management features to suit the site.*

5.30 This policy refines policies DS11 (Housing Allocations) and DS23 (Outdoor Sport) of the new Local Plan in respect of sites H41 and SP2 respectively, which together form the land known as Land East of Warwick Road on the southern edge of the town. In April 2018 Warwick District Council considered application W/17/2150 for the housing part of the site and granted an outline planning consent (subject to completion of a Section 106 agreement). Although quite separate allocations within the Local Plan, and also equally distinct here, they need to be considered together as the two developments adjoin. Provision of a cycle route through this area, together with routes proposed through the major development to the east of the town would not only provide access to these sporting facilities but also create an off-road cycle ring-road to the East of the town.

5.31 The land is intended to accommodate the rugby pitches displaced by the Thickthorn and Glasshouse developments, as set out in Policy KP4, as well as contribute to meeting local housing need. This area will allow for some necessary expansion of the Rugby Club which has outgrown its current location. The land allocated by Policy DS23 for sports pitches is bisected by the Coventry-Leamington railway line but there is limited access over the two existing bridges. The housing land lies between the allocated new sports allocation and the existing cricket ground. This housing land has been released by the new Local Plan from the Green Belt to enable its development, but the sports land will remain in the Green Belt and outside the defined Urban Area Boundary. Indeed the southern sports land is

actually over the border in Leek Wootton parish and therefore outside the scope of this Neighbourhood Plan as shown on Map 1.1.

5.32 The various developments in this area will result in up to five junctions on to this rural A road. This has safety implications. As a result, the Town Council has urged County Highways to consider joining the southern three accesses at a roundabout which would also have the benefit of slowing traffic on entering the newly built up area.

Policy KP7: Castle Farm

Proposals to extend the current sports and leisure facilities at Castle Farm, as shown on the Policies Map 5.2, to enable the relocation of existing sports clubs in the town will be supported, provided that:

- a. the existing or enhanced facilities, both in the building and in the open space remain accessible to the public where possible including footpaths and bridleways;***
- b. the existing Scouts and Guides facility is retained unless suitable alternative premises are found in the locality;***
- c. vehicle access routes in both the existing and new facilities are designed to accommodate predicted flows whilst addressing and minimising the adverse effects on dwellings and residential roads;***
- d. adequate car and coach parking provision is made on site to minimise any detriment to the residential neighbours and local residential roads;***
- e. the scheme delivers the appropriate facilities associated with the provision of outdoor sport, and they are located and designed in such a way as to preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;***
- f. any buildings, parking areas and lighting are appropriate not only to the Green Belt location but also respect the amenity of the existing residents both visually and as noise sources.***

5.33 This policy complements proposals in the Local Plan that will enable the purchase of additional land in this area so that the Wardens Cricket (and football) Club can relocate here to free their land on the eastern side of the town for housing. There will be a need to build a clubhouse so that they are relatively self-contained, though there will be some shared facilities. It is essential that public access to some pitches is maintained for general recreation and Kenilworth Town Juniors play here regularly. The area will remain in the Green Belt. WDC is considering an upgrade to the leisure centre itself and the relocation of some external facilities with the extension of car parking. This will provide a better offer for the town. Overall the schemes will result in a very significant financial investment in sports and leisure facilities for the town. As part of the upgrade it is possible that the Scouts and Guides may move, with their full agreement.

5.34 Access is a very contentious issue as the combined use would lead to greater use of the current access point at Fishponds Road. All the access roads are residential roads which already suffer from being rat runs, particularly during the rush hours. There is a possible additional access at the end of John O'Gaunt Road but

such an access would meet much local opposition and could be affected by a Tree Preservation Order. A full traffic study is therefore essential to investigate all possible solutions and create realistic models to determine a suitable solution and reassure local residents. The site should be provided with adequate parking provision to avoid any need for parking off site on local residential roads. This must include coaches. In view of the current local resistance it is hoped that the Wardens can develop a strategy to develop a positive relationship locally.

TRAFFIC AND TRANSPORT POLICIES

Policy KP8: Traffic

Changes and additions to the road system in Kenilworth arising from the accommodation of additional traffic from new housing and changed locations for schools and sports facilities should give priority to pedestrians and cyclists, improve safety and assist traffic flow while also accommodating the needs of public transport.

5.35 This policy reflects that traffic concerns are one of the major issues in Kenilworth. Many people feel that the existing road infrastructure is already at capacity during the rush hours and will be unable to cope with the traffic from 2,000 additional houses. This will be an increasing problem unless there is major encouragement to use alternatives to the car because much of the allocated housing development land is a mile from the town centre with current poor connections for pedestrians and cyclists. There is a strong general feeling arising from the Consultation that a holistic view is needed of the traffic generated, rather than the piecemeal approach arising from treating each planning application individually. This will be particularly an issue for the major development in the Thickthorn, Glasshouse and Southcrest developments. Any move to such an approach would be strongly supported.

5.36 To deal with the additional traffic arising from the proposed housing developments on the East side of the town at Thickthorn, Woodside and Southcrest. WCC Highways is proposing some junction improvements and the creation of a new spine road from the Leamington Road to Glasshouse Lane and possibly beyond as shown on the Concept Plan, page 37. Particularly important will be improvements at the Thickthorn junction and at the St John's gyratory. There is also a major junction improvement planned, in conjunction with the Highways Agency, to upgrade the A46 Stoneleigh Road junction which is right on the northern tip of Kenilworth and is not shown on the map. That upgrade is mainly aimed at traffic for the University of Warwick, Stoneleigh Park and the proposed major housing development at King's Hill. It does however link into Kenilworth via Dalehouse Lane.

5.37 However the Consultation has shown that the existing proposals from WCC Highways are considered inadequate and that there are a number of junctions which may require action for which suitable funding will have to be sought. These additional junctions which have been identified to be of concern from either a safety or capacity issue and include (though there may be more):

- Knowle Hill – Dalehouse Lane

- Windy Arbour – Glasshouse Lane
- Crewe Lane – Glasshouse Lane – Knowle Hill – Hidcote Drive
- Abbey Hill – Priory Road
- Rouncil Lane – Warwick Road
- Clinton Lane – Beehive Hill
- New Spine Roads – both ends
- Forrest Road, Castle Road, Brookside Avenue
- Fishponds Road – Siddeley Avenue as it is close to Castle Farm entrance

5.38 To improve connectivity with the Town priority crossings may be required for pedestrians, bicycles and mobility scooters in Birches Lane and Glasshouse Lane. The additional demand will now justify them.

5.39 Another issue resulting from heavy traffic is air quality which is already poor in certain roads prone to stationary traffic such as Warwick Road and New Street which are main routes through the town. Keeping the traffic flowing will help improve air quality. A separate Air Quality Report for Kenilworth is published in the evidence base.

Policy KP9: Cycle Routes

Proposals to create new dedicated cycle routes to connect the existing and new residential areas of the town with the Town Centre along the indicative connections on the Policies Map 5.2, will be supported.

Proposals to create new priority cycle routes to connect the town to the University of Warwick and to link in with other proposed routes such as K2L particularly within the corridors indicated on the Policies Map, will be supported.

New cycle routes should preferably be created off the highway on either dedicated routes or routes shared with pedestrians when it is safe to do so. Where this is not possible and roads are designated as cycle routes, design will be used to slow traffic and clearly indicate that this is a cycle corridor, Where cycle routes are on existing highways, potholes, drain and manhole covers should be made 'cycle safe'.

5.40 This policy promotes the creation of new cycle routes in the town to encourage cycling as a means of travel for leisure, commuting and some convenience shopping trips. In a 2012 analysis of local cycling issues⁶ the key priorities were identified as connecting the Town Centre to the residential areas, connecting those areas with the nearby Warwick University campus and with Leamington and connecting the East of Kenilworth development land with the rest of the town. Within the existing urban area opportunities for dedicated cycle routes are severely limited though it may be possible to improve some existing footpaths. Most routes will have to be on existing roads and to ensure safety some redesign may be necessary. The railway line creates an obstacle and a ramped footbridge at the station site linking Farmer Ward Road to Station Road would improve cycling links to the Town Centre from the East. All these routes need appropriate signage.

⁶ Cycling issues in the Kenilworth and Burton Green Area, Kenilworth Community Forum, 2012

5.41 Linking through Abbey Fields is a contentious issue as it is difficult to find a suitable safe route without mixing pedestrians and cyclists though the route ranked 4th out of the 10 projects in the Questionnaire. A route could only be supported subject to it being shown to be safe for pedestrians and cyclists and having a minimal impact upon heritage assets. Creating a route from Leamington (K2L project) right through to the University of Warwick by linking to the Greenway in the Knowle Hill area should be a high priority.

Policy KP10: Connecting the Castle to the Town

Proposals for appropriate development at Kenilworth Castle and within the Town Centre that will encourage a greater footfall between the two will be supported.

Proposals for the redevelopment or change of use of land on Castle Road, Borrowell Lane or Smalley Place, as shown on the Policies Map 5.2, must not obstruct or hinder pedestrians using the footways and should have regard to the desire to improve pedestrian links between the Castle and the Town Centre.

Proposals to create a safer and more convenient link between the Castle and Abbey Fields will be supported.

5.42 This policy seeks to encourage and enable proposals that create opportunities to increase the proportion of visitors to the Castle that also walk to the nearby Town Centre, so that the town secures greater economic value from its national heritage standing. Until about 10 years ago the main public entrance to the Castle was on to Castle Green, linking to public houses and restaurants which were able to benefit from the visitors' trade. However, English Heritage closed that entrance and made the main entrance from the car park. There is now very poor pedestrian access to the Castle and poor links to either Castle Green or the main town centre. Too many visitors are therefore inclined to drive off having visited the Castle without bringing benefit to the town. One possible solution would create steps from Castle Grove to the Brays car park whilst another would create a safe crossing to Abbey Fields over Castle Road at the Ford. All possible options will continue to be explored with English Heritage, Historic England, WDC and WCC Highways.

Policy KP11: Footpaths

New or improved footpaths that serve or connect new and existing parts of Kenilworth should be constructed and maintained to a standard to accommodate both pedestrians and mobility scooters and a shared use with cyclists when it is safe to do so.

5.43 This policy seeks to ensure that the provision of footpaths in new development schemes enables safe and convenient access from the scheme to its surroundings. If the site adjoins an existing or planned off-road pedestrian and/or cycleway route, the expectation is that the layout of the scheme will allow for it to connect into that route. In addition, provision should be made to secure their satisfactory long term maintenance. In order to be suitable for mobility scooters, as recommended by the

Department of Transport the paths should be at least 2 metres wide. For shared use they may need to be wider.

5.44 There are a large number of existing footpaths in the town, some of which may also be suitable for cycles and mobility scooters. These should be better recorded, maintained and waymarked.

Policy KP12: Parking Standards

Development proposals should incorporate parking and cycle spaces at or above the numerical and design expectations set out in the Warwick District Council Parking Standards Supplementary Planning Document (2018 or any subsequent revision); some exceptions are noted in the Standards document. Where appropriate there should be adequate parking and recharging facilities for mobility scooters.

Where unallocated spaces are to be provided on-road then, for safety and accessibility, the road design must accommodate these as set out in the Standards.

Electric vehicle charging infrastructure, as set out in the Standards, will be required where practical for both allocated and non-allocated parking.

5.45 This policy sets out the standards required of planning applications for providing car and cycle parking. In doing so, it complements Policy TR3 of the new Local Plan and the Parking Standards Supplementary Planning Document 2018. As noted in the Standards Document car ownership in Kenilworth is significantly higher than the average. The remoteness of most new development from the Town Centre is likely to continue this situation and relaxation of standards is not therefore appropriate.

5.46 The increasing number of electric vehicles justifies the provision of the necessary infrastructure on all new build properties with parking facilities including public and private car parks.

DESIGN AND HERITAGE POLICIES

Policy KP13: General Design Principles

Development proposals should achieve a standard of design that is appropriate to the local area and demonstrate regard for the following design principles:

- a. heritage assets and their settings in the locality must be respected in accordance with their significance;***
- b. there is a positive response to the site characteristics and surroundings in terms of the proposed layout, density, building scale, height, proportions, massing, orientation, architectural detailing, materials and landscape;***
- c. impact on the residential amenity of existing and future residents must be assessed and addressed;***
- d. potential impacts from noise, light or air contamination, land instability or ground water pollution or flooding must be assessed and addressed;***

- e. **guidance provided through Secured by Design (SBD) and Lifetime Homes should be addressed;**
- f. **the requirements for safety, privacy and amenity space must be addressed appropriately;**
- g. **when replacing existing buildings, the footprint and design of the replacement must have particular regard for the character of the existing built form and density, residential and visual amenity and retention of the appropriate level of off-street parking.**

Development proposals within the Kenilworth Conservation Areas must assess and address the guidance provided within the Kenilworth Conservation Areas Design Guide published by Warwick District Council and the following Policies KP13A – KP13S which identify locally distinctive design by character areas as defined on Policies Map 5.4.

5.47 This policy sets out a series of design principles to guide the preparation and determination of all planning applications in the town. They are drawn from good practice in design to ensure that change in the built fabric of the town maintains its special character without stifling innovation in design. In doing so, it complements and refines the supplementary planning guidance of the 2008 Residential Design Guide for the District. This Guide is currently under review by Warwick District Council. Certain design guidance is being prepared for specific areas such as the Development Brief for the Thickthorn Glasshouse, Southcrest development area and these must also be followed.

5.48 In addition, the four Conservation Areas of the town have their own distinctive design qualities. The largest covers most of the old town around Abbey Fields and Fieldgate Lane/New Street and itself comprises a number of different 'character areas'. The 'Guide to Conservation Areas' for Kenilworth of 2007 subdivides the largest Conservation Area into 13 character areas, as shown on the Policies Maps 5.4. Each of the other small Conservation Areas – St. Johns, Clarendon Road and Waverley Road – has been defined as a character area.

5.49 This guidance has been analysed and account taken of changes since 2007 to set out below some key design principles specific to each character area. The policy does not expect absolute adherence by all development proposals to every principle; some will be more relevant and important than others given the local context, but the expectation is that, where Design & Access Statements are required, or where proposals seek to justify their design solutions, they can demonstrate that the guidance has been considered. Where proposals seek to deviate from a relevant principle, then the applicant will be required to justify why their solution is appropriate.

5.50 The following Policies KP13A - KP13S manage design quality in the various named character areas shown on the detailed area maps that relate to Policies Map 5.4. The design principles are derived from the Kenilworth Conservation Areas Design Guide published by Warwick District Council in 2007 and from a further consideration of the local character of the particular area.

Policy KP13A: Design Management in St. John's

Development proposals in the St. John's Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area comprises a mix of generally residential and some commercial uses***
- ***There are long views of St. John's Church from the north and south along Warwick Road and from the south east along Leamington Road which should not be obstructed***
- ***Buildings are of two or three storeys only***
- ***Materials include the use of brick in the building construction, with slate or clay tiles and white render or painted brick with black painted woodwork***
- ***Any redevelopment of the existing petrol station at the corner of Warwick Road/Clarke's Avenue has regard to the prominent location of the site at the southern entrance to the town centre***
- ***Any redevelopment of the land within the A452/Warwick Road one way system has regard to its prominent location in long views from the south, south east and north and retains as many of the mature trees on the site as possible***

5.51 The St John's Conservation Area, although remote from the core of the area around the town centre and High Street, plays a crucial role in defining the character of the town at its main entrance from the A452. Its variety of building types and forms is dominated by St. John's Church, the long views to which from all main directions are important in shaping the legibility of the whole town. There are few common characteristics in terms of materials or other design features aside from those identified in the policy. There are no known plans for the redevelopment of either of the two sites referred to in the policy. But should proposals come forward, the policy identifies their importance in the street scene of the Character Area. There are some Grade II Listed buildings. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13B: Design Management in Clarendon Road

Development proposals in the Clarendon Road Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is uniformly residential in character and land use***
- ***There are long views north to Warwick Road and south to St John's Church and the roundabout which should not be obstructed***
- ***Buildings on the north side of Clarendon Road are early-mid 19th Century terraces with large front gardens and brick boundary walling***
- ***There is a high brick boundary wall remnant of larger garden now built over which forms an important enclosure to the Conservation Area***
- ***Buildings on the south side of Clarendon Road are two storey Edwardian semi-detached dwellings with pebble dash to their first floor front elevations, with slated overhang roof over ground floor entrances and box bays, fitted with gallows brackets at ends***

- **Materials are predominately brick, with slate roofs, sliding sash windows, with pebble dash render to some first floor elevations**

5.52 The Clarendon Road Conservation Area forms an integral part of the character of the town of Kenilworth, close to retail areas and the main Warwick Road, and should be preserved and retained. Clarendon Road to the East leads to the gated 21st Century development of Grafton Close and a ramped footbridge crossing the railway to Farmer Ward Rd. Clarendon Road entrance is from Warwick Road at its Western end. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13C: Design Management in Waverley Road and Station Road

Development proposals in the Waverley Road & Station Road Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

Waverley Road

- **This part of the area is uniformly residential in character and land use**
- **Buildings are commonly late 19th Century with distinctive timber detailing**
- **Some front garden parking bays detract from the appearance of the area**
- **The road is lined with mature trees**
- **Materials are of a brick slate and tile, some white render with black painted “Tudor” timbering and ornamental tile banding**

Station Road

- **This part of the area is primarily residential in character at its eastern end and commercial at its western end**
- **The residential buildings are a variety of detached two storey villas, some with attic rooms, of different styles with a rich variety of detailing**
- **The combination of the bend in the road and a strong sense of enclosure provided by the street profile and scale of buildings and mature trees creates a special street scene**
- **There are some small front gardens and some trees and low brick walls**
- **The Bertie Road/Southbank Road junction divides the residential and commercial areas. The buildings at the junction are prominent in views from each direction**
- **The re-used façade of the old railway station is of significance, now forming the front of a modern restaurant.**
- **Buildings materials are predominately brick and slate with modern developments of brick and tiles**

5.53 The Station Road/Waverley Road Conservation Area forms an integral part of the character of the town of Kenilworth, linked to retail areas and the main Warwick Road, and should be preserved and retained. Waverley Road extends from Priory Road south to the junction of Warwick Road. Station Rd to the East crosses the junction of Waverley and Priory Rd leading to Lockhart Close, and to the West it leads to Warwick Road. A former cinema building to the south west has adjoining open space as private car parking. New 21st Century gated development “Railway

Cuttings" and Goodway Cuttings" on the North side, reflects the Victorian style of the adjacent properties. 20th Century corner development on the South side adjacent to Bertie Rd of apartments for the elderly "Tannery Court". There is one Grade II Listed building. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13D: Design Management in Abbey Hill

Development proposals in the Abbey Hill Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is uniformly residential in character and land use***
- ***There are long views north across Abbey Fields that forms a historic boundary to this scheduled ancient monument and these should not be obstructed***
- ***Buildings on the south side range from 2 storey timber framed to three storey Georgian and various Victorian infill***
- ***The Abbays (former Abbey Hotel) is a significant prominent building with a turret at corner of Priory Road)***
- ***There is a variety of front gardens and houses abutting the pavement***
- ***Buildings materials are generally brick, render, and slate and plain tile roofs***
- ***The south side is distinctive in views across Abbey Fields from High Street***
- ***The War Memorial is a focal point at the junction of Abbey End with Abbey Hill***

5.54 The Abbey Hill Conservation Area forms an integral part of the character of the town of Kenilworth, close to retail areas and the main Warwick Road, and should be preserved and retained. The 1872 United Reform Church has an earlier chapel behind front garden remodelled in the 1990's. A timber 1920's bus shelter, with viewing seats across Abbey Fields, shingle roof with lead hip flashings, signed "WDC K3". There are some Grade II Listed buildings but it is also important to maintain non-listed buildings with original features. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13E: Design Management in Forrest Road and Castle Road

Development proposals in the Forrest Road and Castle Road Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

Forrest Road

- ***The area is uniformly residential in character and land use***
- ***The south side has very special open views over the Abbey Fields which must not be obstructed***
- ***The buildings are generally large, single and two storey detached 20th century houses with large gardens***
- ***There is a strong, established rhythm of large houses and mature gardens***

- *There are distinct boundary walls in Forest Road and Borrowell Lane*
- *Building materials are generally brick, render, with a mixture of slate and tile roofs*

Castle Road

- *The area is uniformly residential in character and land use with the Queen & Castle Inn a distinct and prominent landmark building*
- *The buildings are generally early/mid 19th Century development*
- *There is an interesting mixture of brick early/mid 19th Century terraced houses on its western side of mainly two storey some attics*
- *There are some larger houses on its eastern side with Edwardian detailing*
- *The Castle earthworks at the northern corner create a semi-rural character*
- *There are distinctive boundary treatments on its western side with mature hedges and long front gardens*
- *Building materials are generally brick, render, with a mixture of slate and tile roofs*

5.55 The Forrest Road and Castle Road Conservation Area forms an integral part of the character of the town of Kenilworth, linking the Castle and Abbey Fields to the Town Centre, and should be preserved and retained. It is Important to maintain non listed buildings with original features, and to retain this fine mix of buildings. It is also important to retain the character and rhythm of large houses and mature gardens without smaller scale development. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13F: Design Management in Bridge Street

Development proposals in the Bridge Street Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- *The area is primarily residential in character and land use*
- *There is an important open aspect on the western side the Abbey Fields*
- *There is a variety of buildings in their scale and materials which have high townscape quality*
- *The junction with Upper Rosemary Hill is bounded by high retaining wall which is a significant features of the upper end of Bridge Street*
- *The middle and southern section is made up on its eastern side of two and one and a half storey buildings, some with timber framing, brick panels and pebbledash*
- *There are significant front gardens to the smaller houses adjacent to the bridge*
- *The northern section of Bridge Street has 2 and 2 1/2 storey buildings at the junction with High Street, abutting Abbey Field*
- *There are significant boundary trees in Abbey Fields (Spanish Chestnuts) at northern end*
- *The eastern side of the northern section included Kenilworth Hall, Grade II and Abbotsford, Grade II* Listed houses originally single dwellings with their own grounds*
- *There are many mature trees around these significant listed buildings which are reminders of the original grounds*

- **Building materials are generally brick, render, stucco, and moulded bricks, with a mixture of slate and tile roofs**

5.56 The Bridge Street Conservation Area forms an integral part of the character of the town of Kenilworth, linking the old High Street and Abbey Fields to the Town Centre, and should be preserved and retained. This is the historic route way linking two halves of the town along the east side of Abbey Fields. There are several listed buildings but it is also important to maintain non-listed buildings with original features and to retain this fine mix. Any future development in or near to this Conservation Area should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13G: Design Management in Abbey Fields

Development proposals in the Abbey Fields Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- **The area is primarily a recreational open space of national historic importance**
- **There are significant views both north and south across the Fields**
- **The Abbey Fields Lake is an important water feature**
- **There is a significant historical relationship with St Mary's Abbey and its grounds**
- **There is an important relationship visually and historically with the castle**
- **There are significant remains of St Mary's Abbey Gatehouse, Abbey Barn with adjacent picnic area, Chapter House Wall, Parlour remains and Lapidarian**
- **St Nicholas Church and churchyard are within the fields, incorporating the Abbey remains**
- **There is an important relationship between the church and the rear of houses in High Street**
- **The War Memorial is a focal point at the junction of Abbey End with Abbey Hill**
- **There are many important trees within the Fields, with over 70 varieties, including the Lime Walk, and also important trees in the adjacent gardens**
- **Boundary treatments are important to the interface with the surrounding streets**
- **The Town swimming pool and children's play area occupy a significant location with views from Abbey Hill**
- **The 1925 Bowls Pavilion, within the play area, is an important example of municipal park architecture and should be retained for future use**
- **Building materials are generally masonry, brick, render, timber cladding, slate, tiles**

5.57 The Abbey Fields Conservation Area forms an integral part of the character of the town of Kenilworth, linking the Castle to the old and new Town centres, and should be preserved. Abbey Fields is a Scheduled Ancient Monument, but it is also important to maintain non-listed buildings with original features. The car parking is almost at full capacity and careful consideration needs to be given to any future car parking location. A link to the Castle needs consideration. Any future development in or near to this Conservation Area, should maintain this historic site in full, retaining its unique atmosphere.

Policy KP13H: Design Management in High Street

Development proposals in the High Street Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- **The area comprises a mix of residential, retail, restaurants, tea rooms, public houses, and some office space uses**
- **The High Street broadens out to the eastern junction with New Street and Fieldgate Lane to form a narrow market square**
- **The section at its western end has open aspect of the Abbey Fields and there are important views back to streetscape in Abbey Hill**
- **The buildings are 17th to 19th Century and of high townscape value**
- **Significant buildings are at eastern end with 2 Fieldgate Lane, Abbotsford, Virgin & Castle PH, Milsoms Hotel, Cycle Shop, Bank Gallery, Almshouses and the Parochial Hall**
- **All the later infill buildings have group value and contribute to the character of this area**
- **Significant buildings in central western areas are Bank House and Clinton House**
- **The properties on lower slopes of south side of High Street are visible from Abbey Hill**
- **Town Pound is of 17th Century origins and the site of a WWII Wardens Post**
- **Buildings materials are generally masonry, brick, render, wattle and daub, timber cladding, slate, tiles, and thatch**
- **There are many mature street trees that characterise the area**
- **There is also a lamp post design that is unique**

5.58 The High Street Conservation Area forms an integral part of the character of the town of Kenilworth, linking the Castle to the old Town centres, and should be preserved and retained. The original main thoroughfare of Kenilworth running east west fronts the castle along the north side of the Abbey Grounds. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13J: Design Management in Castle Hill and Little Virginia

Development proposals in the Castle Hill and Little Virginia Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- **The area comprises uniformly residential uses in its southern side and primarily residential in its northern side but also including a mix of retail use, public house, restaurant and office uses abutting the Queen & Castle car park**
- **There is a break with High Street created by the Abbey Fields boundary and 20th Century developments at junction with Malthouse Lane**
- **This is an area has high townscape value with many interesting views both inside and out of Little Virginia**
- **The views down Abbey Hill to the west frame the castle**

- **The buildings of Little Virginia are a significant group of 16th Century timber framed and thatched cottages which have been sympathetically modernised - extensions and conservatories should be avoided as such development is likely to disrupt the scale and detailing**
- **Wantage is a large 1901 arts and crafts house Listed Grade II in its own grounds on the south side above Little Virginia - it is important to maintain the garden as an entire garden, and the boundary treatment of this important house**
- **To the east of Wantage are three timber framed and thatched houses similar to Little Virginia, these interface with Abbey Fields - the scale, detailing, materials, boundary treatment are all of high importance**
- **There are important views of the Castle coming down Castle Hill**
- **Building materials are generally brick, render, wattle and daub, thatched roofs, tiles and slates**

5.59 The Castle Hill and Little Virginia Conservation Area forms an integral part of the character of the town of Kenilworth, linking the Castle to the old Town centres, and should be preserved and retained. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13K: Design Management in Castle Green and The Castle

Development proposals in the Castle Green and the Castle Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- **The area has national heritage importance incorporating a primary English Castle**
- **The area is primarily residential in character and land use**
- **There are very special views of the Castle from Castle Green and from back along Clinton Lane, and also views of Castle Green from the Castle.**
- **Castle Green is adjacent to the Castle Gatehouse, which would historically have been an area of significant activity from 12th Century onwards. The cottages are arranged alongside a raised, grassed mound**
- **Building on the eastern side of Castle Green cottages dates from the fifteenth to twentieth century**
- **Small front gardens abut narrow road at back of green**
- **Building materials are generally stone render, timber framing and clay tiled roofs**

5.60 The Castle Green and the Castle Conservation Area forms an integral part of the character of the town of Kenilworth forming the historic centre of the town, and should be preserved and retained. There are many listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town. Street clutter and road signage should be limited.

Policy KP13L: Design Management in Clinton Lane

Development proposals in the Clinton Lane Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is primarily residential in character and land use***
- ***The buildings are a mix of 19th, 20th and 21st Century housing of two and three storeys***
- ***Building materials are generally brick, tile and slate, and stucco render***
- ***There are distinct pockets of earlier settlement development indicated by surviving timber framed houses***
- ***There are some prominent 19th Century terraced houses, of two storeys in brick with slate and concrete tile roofs***
- ***Hammonds Terrace is at right angles to Clinton Lane and contains a variety of houses, one of which is Listed and is a significant terrace with pedestrian access only***
- ***Herbert Bond Drive is at right angles to Clinton Lane and comprises cottage style development***
- ***Avenue Road is at right angles to Clinton Lane and comprises unusual pre-WWI semi-detached houses with pedestrian access only***
- ***Surviving boundary treatments are important to the character of the area and their loss to frontage car parking should be avoided***
- ***There is a very important view of the Castle from Clinton Lane***

5.61 The Clinton Lane Conservation Area forms an integral part of the character of the town of Kenilworth, forming the entrance to the town from the North. There are views to the Castle from the southern end, and these should be preserved and retained. This was an Ancient route way north from Castle Green. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or nearby to this Conservation Area, should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13M: Design Management in Fieldgate Lane

Development proposals in the Fieldgate Lane Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is uniformly residential in character and land use***
- ***Buildings are a mix of single, two and three storeys***
- ***Common materials comprise brick, render, tile, slate, thatched roofing, white pebbledash render, masonry and brickwork***
- ***The early/mid 19th Century cottages are prominent in the street scene at the junction with High Street***
- ***The western side of the street has a group of thatched houses that play a very significant part in defining the character of this area and that represent an example of early 20th Century housing with original gardens***

- **No 25 is a prominent brick building with stone dressings and forms a very significant part of the group and represent an example of early 20th Century housing**
- **No 2 is a significant 18th Century corner property, with important high boundary wall treatment to its garden**
- **There is 21st Century Eco House in the Huff style to the northern end of Fieldgate Lane**
- **St Augustine in Beehive Hill forms an interesting group of small scale Victorian buildings**
- **St Augustine's Catholic Church is Listed Grade 2 and was designed by Pugin.**

5.62 The Fieldgate Lane Conservation Area forms an integral part of the character of the town of Kenilworth, and should be preserved and retained. On the line of the north-south route through the centre of Kenilworth, the area was developed in late 19th and early 20th Century. There is one listed building but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13N: Design Management in New Street

Development proposals in the New Street Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- **The area is primarily residential in character and land use with some public houses**
- **There are significant views to High Street and east to Ivy Cottage on rising ground which forms full stop to the street**
- **There are important views out to Parliament Piece at its eastern end**
- **There is significant rural intrusion into street scene**
- **There is a variety of 2 and 2½ storey buildings dating from 17th to 19th Century**
- **The junction with High Street is marked by significant high walls**
- **There is a variety of window types and details**
- **Houses on its northern side at its western end are marked by raised ground floor levels and steps to front doors**
- **There are larger houses at the junction with Manor Road set on line of original road**
- **Materials brick rendered and stone buildings with clay tile and slate roofs**

5.63 The New Street Conservation Area forms an integral part of the character of the town of Kenilworth forming the Eastern entrance to the town, and should be preserved and retained. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13P: Design Management in Lower Ladyes Hill and The Odibourne Allotments

Development proposals in the Lower Ladyes Hill and the Odibourne Allotments Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is uniformly residential in character and land use***
- ***Buildings are of a mix of two and three storey houses***
- ***Common materials comprise brick, render, stucco, moulded bricks and a mixture of slate and tile roofs***
- ***The Victorian terraces have retained their original detailing***
- ***The Allotments are an important open space in this part of Kenilworth and they represent a significant historical feature***

5.64 The Lower Ladyes Hill and the Odibourne Allotments Conservation Area forms an integral part of the character of the town of Kenilworth with the unusual aspect of the open space flood plain retained as allotments. These should be preserved and retained. Lower Ladyes Hill is an important area of townscape with views South across Odibourne allotments. The iron railings of the historic Washbrook Bridge form the western boundary of the area. There is only one listed building (Hollycote) but it is important to maintain non-listed buildings with original features. No's 18 and 19 are good examples of three-storey Victorian houses. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town. Street signage and street clutter should be limited.

Policy KP13R: Design Management in Upper Ladyes Hill

Development proposals in the Upper Ladyes Hill Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

- ***The area is uniformly residential in character and land use***
- ***The area was a mid-19th Century planned development of detached and semi detached villas to create a very important set piece environment***
- ***The entrance gate piers are a legacy of the road that originally circled the development***
- ***Each house or pair of houses are different but have similar detailing***
- ***There is a central garden area with mature planting***
- ***Each house has fine detailing comprising stucco with slate roofs***

5.65 The Upper Ladyes Conservation Area forms an integral part of the character of the town of Kenilworth and should be preserved. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP13S: Design Management in Upper Spring Lane and Tainters Hill

Development proposals in the Upper Spring Lane and Tainters Hill Character Area, as shown on the Policies Maps 5.4, should demonstrate regard for the following design characteristics as appropriate:

Upper Spring Lane

- **The area is uniformly residential in character and land use**
- **There are long views to the east and large homes to the south with large gardens, fields and the Spring Estate to the North**
- **The views to the south across Parliament Piece are very special and should not be obstructed**
- **Buildings are primarily one storey with some two storey**
- **The area is well treed with houses mainly set well back from the road**
- **Buildings materials are generally brick, render, stucco, slate and tile roofs, with painted brickwork**

Tainters Hill

- **The area is uniformly residential in character and land use**
- **The view south down Tainters Hill to Manor Road is especially significant in defining the character of the area with the 1750 Windmill, converted to a water tower in 1875, and to a dwelling in 1970, very prominent in the view**
- **The buildings are mainly two storey**
- **The area has many trees with houses mainly set well back from the road**
- **Building materials are generally of brick, tile and slate**
- **The open space fronting Coventry Road was known as Tainters Hill Pleasure Grounds planted with trees**
- **The Old Forge, a grade II listed building is prominent in views along the road**
- **The 1920's bus shelter should be preserved**

5.66 The Upper Spring Lane and Tainters Hill Conservation Area forms an integral part of the character of the town of Kenilworth with views from the Coventry Road down Tainters Hill to the Water Tower, and should be preserved and retained.

Maintenance of semi-rural limited residential use is important. Maintain soft edges to the roadway and general rural character. Limit street furniture and traffic signs. Trees and shrubs require regular maintenance and should be thinned to restore views of the Water Tower. There are several listed buildings but it is also important to maintain non-listed buildings with original features to retain this fine mix of buildings. Any future development in or near to this Conservation Area, should maintain the street scene and have regard to its originality within the Town.

Policy KP14: Non-designated Heritage Assets

Buildings and structures of local architectural, and/or historic value are recognised as non-designated heritage assets with the location shown in Policy Map 5.5 and description in Appendix 1. As key features that contribute to the character of Kenilworth the location and design of development proposals must have regard, where applicable, for the significance of these assets and their settings.

5.67 This policy identifies those buildings and structures in the town that have local historic and/or architectural value, but have not yet warranted formal national or local listing. The schedule of heritage assets recognised within the Neighbourhood Area is contained in Appendix 1 of the Plan and Policy Map 5.5. They are recognised in the planning system via §135 of the NPPF and the policy makes clear that proposals must have regard to that paragraph. This does not confer a level of protection afforded to listed buildings, but it does require that planning applications affecting a building and its setting understand its local importance and pay attention to this significance in their proposals. The renovation or alteration of buildings or structures identified as a heritage asset should be designed sensitively, and with careful regard to the heritage asset's historical and architectural interest and setting. The loss of such locally designated heritage assets will normally be resisted.

5.68 The Warwickshire County Council Historic Environment Record (HER) provides a range of information on local heritage assets and identifies 252 records for the Neighbourhood Area. New development must take account of known surface and sub-surface archaeology, and ensure unknown and potentially significant deposits are identified and appropriately considered during development. Lack of current evidence of sub-surface archaeology must not be taken as proof of absence.

Policy KP15 Environmental Standards of New Buildings

Development proposals are encouraged to adopt higher environmental standards of building design and energy performance such as the Passivhaus or similar approach.

5.69 This policy seeks to encourage applicants to incorporate the highest environmental standards of building design and performance. The public sector has an important role to play in demonstrating the practicalities and long term benefits of adopting high environmental building standards.

ECONOMIC DEVELOPMENT POLICIES

Policy KP16 Industrial Estates

Proposals to redevelop the Farmer Ward Road and the Prince's Drive Industrial Areas, as shown on the Policies Map, will be supported, provided they do not result in a net loss of B1, B2 and B8 employment floorspace.

As an exception at Farmer Ward Road, proposals will be supported that will deliver a dedicated car park for the railway station of no more than two storeys with direct pedestrian access to the existing railway bridge, should the parking provided at the station prove inadequate.

Proposals for the comprehensive redevelopment of the Common Lane Industrial Site, as shown on the Policies Map, will be supported.

5.70 This policy identifies the industrial areas on Farmer Ward Road and Prince's Drive as valuable sources of local employment. However, the present layout and nature of the buildings does not make the most efficient or best possible use of the land and the appearance of the estates, which both adjoin residential areas, is generally poor. There seems to be scope to redevelop and improve the quality of the areas to either increase the amount of business use floorspace or to deliver a mix of uses that will not result in a net loss of floorspace. The policy uses floorspace rather than land gross site area as its metric to recognise that the uses currently make an inefficient use of the land.

5.71 In this respect, the Farmer Ward Road area is ideally located to provide off street car parking to the new railway station, which can only provide 70 new spaces on site. Whilst this may be sufficient to meet the demand for spaces in the short term, experience at other stations on the local rail network suggests that demand will increase in the long term. Parking restrictions on Farmer Ward Road may alleviate the immediate problem but are likely to shift it elsewhere in the town. The Neighbourhood Plan presents a timely means of planning ahead for this, but the policy does not prescribe a specific solution as there are a number of ways that it could be achieved. The policy limits the height of the car park to two storeys to mitigate its effects on the amenities of nearby residents and requires that pedestrian access can be directly achieved to the adjoining bridge to connect the car park to the station.

5.72 The third industrial estate is at Common Lane. This area is a rather tired estate which has seen recent development including a Care Home and various other non-industrial uses. It is no longer identified as employment land in the new Local Plan and is ripe for suitable redevelopment; possibly for housing.

Policy KP17 Tourism

Proposals to create new visitor accommodation will be supported in the Town Centre, in the Warwick Road Special Policy Area and in the vicinity of the new railway station.

Proposals to improve the tourist experience, including signage and advertisements, will be supported, particularly when it links the various attractions in the Town

5.73 This policy complements Policy KP10 and other tourism policies of the development plan by encouraging visitor accommodation in three locations in the town that are the best suited to this purpose. They are very accessible to existing and planned new public transport services. The visitor economy is already important to the town, focused on the Castle, but has the potential to add more economic value as the town grows.

5.74 There are good hotels, guest houses and self-catering accommodation throughout the town. It is a concern that two hotels have recently closed and are changing to housing or student accommodation and that two more hotels are for sale, though as successful going concerns. If we are to promote tourism more aggressively than at present then we need to ensure that there are enough hotel rooms to accommodate more tourists. However, much of the hotel occupancy is

for business rather than social use. Many businessmen find Kenilworth an attractive place in which to stay when visiting Coventry or the National Exhibition Centre. This is also a form of tourism which benefits the local economy and must be encouraged with suitable future standards of hotel accommodation, especially now that Coventry will be the UK City of Culture in 2021.

5.75 Kenilworth is also well known for having many good restaurants, gastropubs and tea and coffee shops which are well used throughout the week as well as at weekends. There is a thriving evening economy which attracts people to the town who appreciate a quiet atmosphere very different from some other nearby towns.

5.76 Good waymarking is essential to improving the tourist experience and signage needs to link the Castle, the town centre, all the entrances and internal paths in Abbey Fields and other attractions in the Town.

SOCIAL & GREEN INFRASTRUCTURE POLICIES

Policy KP18 Green Infrastructure

Development proposals in the vicinity of the green infrastructure of Kenilworth must respect its existing character, setting and purpose; in particular the present quantity of public open space must be retained and, as the population grows, be extended. In the event that the loss or harm to any part is demonstrated to be unavoidable, then provision must be made for mitigation and suitable replacement features.

5.77 This policy serves to identify the importance of protecting the green infrastructure of the town. Green infrastructure can be broadly defined as a network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings. This includes parks, public open spaces, allotments, watercourses, play areas, playing fields as well as informal open land. The green Infrastructure within the town of Kenilworth is one of the features which make it such a popular place to live. A question in the Survey relating to retaining open space as a character of the town scored very highly. There are many green spaces to meet the various different requirements of the residents and it is the aim of the policy not only to maintain these features but to ensure that the new developments retain adequate open and green space and encourage biodiversity.

5.78 An audit of parks and open spaces was carried out by Warwick District Council in 2008 and this was followed by a Green Infrastructure Study paper in 2010. These reports are referenced in the evidence base of the Plan.

5.79 In addition, the many green areas including private gardens and the railway embankments mean that in some respects there is a better linkage network for wildlife than for people, but there is one major corridor common to both. The succession of protected areas along the valley of Finham Brook from the Castle, through Abbey Fields, behind School Lane, across the Odibourne Allotments and on to the Common then via the Greenway means that there is a linkage between the Green Belts on the western and eastern sides of the town.

Policy KP19 Local Green Space

The area identified on Policies map 5.2 and described in Appendix 2 as running between and including Abbey Fields and Kenilworth Common is designated as a Local Green Space.

5.80 This policy is intended to provide the highest level of protection from development (equivalent to Green Belt status) to the land comprising Abbey Fields, Kenilworth Common and the land between them, along the valley of Finham Brook. The proposed Local Green Space designation comprises most of the land previously designated by Policy DAP2 of the 2007 District Local Plan as an 'Area of Restraint'. The new Local Plan does not continue that designation, hence the Neighbourhood Plan policy is intended to ensure that these most precious and valued of community spaces continue to be protected in line with §76 of the NPPF. Appendix 2 describes the area and sets out how the policy meets the NPPF tests.

Policy KP20 Street Trees

Development proposals should avoid or minimise the loss of mature trees that contribute to the street scene and combat pollution improving air quality. Where mature trees are lost then the landscape scheme should make provision for replacements of the same or similar species planted in locations that also contribute to the street scene.

5.81 This policy acknowledges the important role that mature trees play in defining the essential character of the street scene in many parts of the town. In some cases, the trees are part of the highway; in others they lie in private front gardens or open spaces. It also acknowledges the less obvious role which trees play in reducing pollution and increasing the quality of the air we breathe. The policy accepts that on occasions it will be necessary to lose one or more trees to facilitate an otherwise acceptable development scheme – usually to create an effective highways visibility splay. Where this is the case, the landscape scheme of the proposal should set out how replacement trees may be provided elsewhere on the site to contribute to the appearance of the development in the street scene.

Policy KP21 Flooding

In view of the known incidence of flooding from Finham Brook, developers are advised to review the Environment Agency's flood map for planning at the earliest possible opportunity to consider what development would be appropriate for a potential development site to ensure that proposals are in line with the policy requirements of Warwick District Local Plan Policies FE1 Flood Risk and FW2 Sustainable Drainage.

5.82 There are a number of properties in Kenilworth identified by Warwickshire County Council (WCC), the Lead Local Flood Authority, and the Environment Agency as being at risk of flooding from Finham Brook. These policies are intended

to reduce the risk not only to these properties but to the wider area as water does not respect town and parish boundaries. Much of the new development in the town is over the watershed of Finham Brook and natural flows will take surface water discharge out of the town, but flooding elsewhere still needs to be considered. However much of the upstream catchment area for Finham Brook is within the Town boundary, where the Policy KP21 will be very relevant.

5.83 Unfortunately the catchment area of Canley Brook is outside the town, and therefore outside the remit of this Neighbourhood Plan, because heavy flow and flooding from that source can cause flow restriction and backing up of Finham Brook. It is reassuring therefore that WCC are concerned with the cumulative effect on Canley Brook of development in Coventry, in Burton Green and at the University of Warwick, not to mention the plan to divert Canley Brook in order to construct the HS2 railway.



6. Monitoring & Review

6.1 The Plan will be monitored by the District Council and the Town Council using data collected in planning monitoring reports. The objectives will form the core of the monitoring activity but other data collected and reported at a scale relevant to the Plan may also be included. It is expected that the Plan will be formally reviewed no later than 2023 and then on a five-year cycle or to coincide with the review of the development plan.

6.2 The Town Council will be using the Neighbourhood Plan as a key consideration in its consultee role for all planning applications in the Town. This in itself will act as a monitor and help highlight any issues.





Local Non-designated Heritage Assets - Policy KP14

This policy identifies those buildings and structures in the town that have local historic and/or architectural value, but have not yet warranted formal national listing status. Their locations are identified on Policies Map 5.4 along with their OS grid reference.

1 **Crackley Cottages, Coventry Road** – A series of three terraced blocks, there are thirteen cottages in all, situated on the Coventry Road, opposite Laneham Place. They look like Victorian or Edwardian railway cottages, but were built for farm workers, hence their local nickname "Spud Row".

2 **The Spring, Upper Spring Lane** – The entrance to The Spring Estate, is in Upper Spring Lane, opposite Parliament Piece. This Victorian house, brick with a tiled roof, is located down a 477m driveway, was built-in 1870 for Alexander Carter whose father had made his money in the Coventry textile industry. Adjacent is a stable block and an extensive walled garden some 65m by 45m. In the 20th century, it was the home of Jack Martin of Smirnoff vodka and Jack Daniels bourbon fame. His sister Helen Martin, who also lived at The Spring made large bequests to the University of Warwick and donated Parliament Piece to the Open Spaces Society. The Spring is an example of a 19th-century industrialist's residence. It has fine landscaped gardens noted for their azaleas and rhododendrons.

3 **Timber structure Bus Shelter, Crackley** Ref WDC K6 – Situated on the Coventry Road, opposite Princes Drive. Small Wooden structure approximately 1950's with hipped shingle roof.

4 **Crackley Hall School main building** – Formally St Joseph's Convent school. A Victorian three storey building shown on the 1886 OS maps. Brick built with stone window surrounds and mullions, some stone and brick detailing. – Accessed from gates at the end of Littleton Close off Coventry Road. Once the home of John Davenport Siddeley, of Armstrong-Siddeley. In 1937 he purchased Kenilworth Castle and in the same year was raised to the peerage as Baron Kenilworth, of Kenilworth in the County of Warwick.

5 **Spring Cottage in Upper Spring Lane** – Situated opposite Love Lane. Stone-built cottage from © 1600 showing original end roof truss. Has a plain tiled roof with decorative ridge tiles, a decorative brick band at 1st-floor level. Arched lintels over three-panel casements set to each side of a central entrance with storm porch, solid brick external walling comprising three stretchers and header bonding.

6 **Greenhouses between Fieldgate Lane and Love Lane** (access from Fieldgate Lane) – Located in the SW corner of the remains of an 80m x 20m walled garden. The remains of this commercial greenhouse is some 30m long. Probably the only greenhouse left from the heyday of Kenilworth's horticultural industry in the 19th century. Kenilworth was famous for its market gardens and the quality of its tomatoes.

- 7 **Timber structure bus shelter, Tainters Hill** Ref WDC K5 – Adjacent to Tainters Hill, opposite Parliament Piece. Small timber structure with a hipped shingle roof,
- 8 **The Water Tower, Tainters Hill**, a local landmark – Originally a windmill built around 1750, sails were removed 1850 and steam driven mill until 1875, sold to the water authority and raised in height to form the town's water tower. Decommissioned in 1965 and converted to a six storey home in 1969 by local architect Edward Byron RIBA. The conversion won an award from the UK Council for European Architectural Heritage.
- 9 **Water pumping station at Mill End** (on Kenilworth Common on the north side of Finham opposite Woodmill Meadows) – 19th-century building, one of the few survivors from Kenilworth's industrial age
- 10 **1 Dalehouse Lane** – Domestic property, built as the house for the manager of the town's gas works which were on what is now The Deer Leap. A reminder that in the 19th and early 20th century this area was a centre of industry.
- 11 **20 Mill End** – Timber framed building. Looks as though it dates from the 17th century or earlier. A survivor of the old settlement at Mill End centred around the watermill, forge etc.
- 12 **The Copper House Club, Albion Street** – Located on the corner of Albion St and Park Road and built as the original Warwickshire Constabulary Headquarters in 1858. The front pieces of the two entrances were made of Bath stone, as were the front windowsills, but all other windowsills were of cheaper Kenilworth stone. The steps to the front entrance were of Yorkshire stone. The roofs were covered by 20ins by 10ins Bangor slates. The original plans and more details are reproduced in "Victorian Kenilworth and its People" by Robin Leach
- 13 **St Barnabas Church, Albion Street** – Located on the corner of Albion St and Park Hill. A surviving "tin chapel" still used for regular worship. The design and construction of the building are unusual for Kenilworth and are more reminiscent of Welsh chapels. Further details are on the St Nicholas and St Barnabas Church website.
- 14 **Townpool Bridge, Bridge St** – Adjacent to the Abbey Fields, the site of a Post Medieval bridge, which was marked on a map of 1692, and on an Ordnance Survey map of 1886. The present bridge is of red sandstone and crosses the Finham Brook at the southern end of Bridge Street.
- 15 **Outbuilding, 12 Bridge Street** – Shed in front garden believed to date from late Victorian/Edwardian period. Said to have been used variously as an office where people bought tickets to emigrate, pay their rates, and get their ration books. It has coloured glass in the windows. The building is in the curtilage of a listed building and in a conservation area.

- 16 **Timber structure bus shelter Bridge Street** Ref WDC K4 – Next to Townpool Bridge, adjacent to Abbey Fields. Small Timber structure with a gabled shingle roof.
- 17 **Abbey Fields Bowling Pavilion** – Situated in Abbey Fields next to the children's play area and the swimming pool. A prime example of 1920's Park architecture. The Pavilion is believed to have been erected in 1925 and originally had a thatched roof. The roof was renewed in 1965 with a plain tile covering.
- 18 **Montpelier House, Abbey Hill** – Located on the corner of Abbey Hill and Southbank Rd. This building was originally a private house but in its time has been used by the Ministry of Food, the Home Guard, a Fuel Control office the Ministry of Labour Civil Defence and the Women's Voluntary Service. It is now sheltered accommodation. See the website "Kenilworth in World War 2" run by Robin Leach.
- 19 **Timber structure park shelter Abbey Hill** Ref WDC K3 – Located opposite No 7 Beauchamp House. Timber structure with a pitched tiled hipped roof, lead ridge and hips, this park shelter is double seated with views across Abbey Fields to one side, and Abbey Hill to the other, approximately 1950's.
- 20 **United Reformed Church, Abbey Hill** – Directly opposite bus shelter WDC K3. Overlooking The Abbey Fields, the United Reform Church occupies two buildings. The building at the rear of the site with the interesting Gothic style windows is the original Congregational church built in 1828-9. The Schoolrooms were added in 1833. Due to an increasing congregation, a larger church was soon needed, which is the building which fronts on to Abbey Hill which was constructed in 1872-3.
- 21 **The Five Gables, 90 Whitemoor Road** – The old Elmdene farmhouse. Said to be a late eighteenth or early nineteenth-century building. An interesting remnant of Kenilworth's agricultural past.
- 22 **Kenilworth Clock** – The clock stands prominently in the middle of the road at the junction of The Square and Abbey End, and was presented to Kenilworth in 1906 by G.W. Turner as a memorial to his late wife. Mr Turner was a notable local benefactor who donated part of Abbey Fields to the people of Kenilworth. The upper part of the structure was damaged by a landmine in 1940 which destroyed much of the original Square including the Globe Hotel. The top was later repaired.
- 23 **4 The Square** – An interesting group of buildings. An archway next to the shop gives a view through to courtyard and "works" at the rear. An illustration of how the commercial areas of the town centre would have looked in the 19th century. The building is now the Tree House Bookshop. It was once the Rose & Crown public house. In 1872 it was the base for the farm labourers' uprising and Joseph Arch himself is known to have visited at least once. In 1873 the Kenilworth Co-operative Society was formed there. It

Appendix 1

closed soon after the licensee was found guilty of selling alcohol 'out of hours' in 1875.

24 **The original Railway Station stonework of 1844, 48 Station Road** – Currently a restaurant. The stonework was moved here from the original site when the old station was demolished.

25 **Old Council Houses, 34 to 40 St John's Street** – Kenilworth's first council houses constructed April 1915. H. Wells Laurence builder, Sholto Douglas CE architect.

27 **Youth Club Building, St John's Church** – This building, adjacent to St John's Church car park, was specially constructed for gas decontamination in World War II, and survives with some modifications but retains its original style.

Local Green Space – Policy KP19

This policy is intended to provide the highest level of protection from development (equivalent to Green Belt status) to the land comprising Abbey Fields, Oddibourne Allotments, Kenilworth Common and the land between them along the valley of Finham Brook. This Appendix provides the justification for this designation in accordance with paragraph 77 of the National Planning Policy Framework.

The land comprises four distinct parcels which together form a green corridor along Finham Brook in the heart of the town which is appreciated and used by the residents for a variety of community and recreational purposes and which essentially link the Ford by the Castle in the West to the Green Belt in the East. The four areas are linked not only by the river but by a range of footpaths and for much of the length by a shared cycleway, which is part of Sustrans National Route 52.

In the previous Local Plan (Warwick District Local Plan 1996-2011) this was designated as an Area of Restraint but this designation was not continued in the new Local Plan (Warwick District Local Plan 2011-2029). The various parcels each enjoy a different status and degree of protection so the aim of this policy is to harmonise the status of the space and provide a high level of protection for all the land. The land is all in public ownership; either Warwick District Council or, in the case of the allotments, Kenilworth Town Council.

The four parcels are, from West to East:



Map 20.1 Justification of Policy KP20 Local Green Space

- A. Abbey Fields** To many residents this is the jewel in the town and is greatly appreciated for a variety of reasons whether as a historic site, a relaxing green space around the lake or a recreation area. The ruins of the Abbey are visible in some areas whilst remaining buried in others. A surviving building houses the Town Museum whilst nearby is a very popular children's

playground which is next to a small wildlife area. Abbey Fields are a Scheduled Monument and lie in the Conservation Area.

- B. Behind School Lane** The other side of the Townpool Bridge is an unnamed corridor along Finham Brook with a shared cycleway. Compared to Abbey Fields it is more natural and tranquil. A mill race ran through here but has long since disappeared apart from some stone wall remains near the Washbrook Bridge at the Eastern end. The area south of the river is identified as Public Open Space but it is all outside the Conservation Area. Part of the Southern area was developed for housing about 30 years ago.
- C. Oddibourne Allotments** There is a significant demand for allotments in Kenilworth and these are well managed and maintained with hardly any vacant plots. With Finham Brook running through the middle the result is a very picturesque setting. The shared cycleway runs along The Close – once a mill race – alongside the allotments and this is included within the designated area. As well as being active allotments this is all within the Conservation area.
- D. Kenilworth Common** Although this area was historically open but hilly heathland much of the area is now covered in trees. The Common is bisected by the Coventry to Leamington Spa railway line and a plateau on the Common was the site of a navy camp during the construction of that railway. Two shared cycle ways also cross the Common as does a disused byway. The resulting area remains relatively natural providing a recreational and wildlife resource. It is registered common land.

Other Issues

Implementation

A.1 The Neighbourhood Plan will be implemented through a combination of the District Council's consideration and determination of planning applications for development in the town, and through steering public and private investment into a series of infrastructure proposals contained in the plan.

Development Management

A.2 Most of the policies contained in the Plan will be delivered by landowners and developers. In preparing the Plan, care has been taken to ensure, as far as possible, that the policies are achievable.

A.3 Whilst the local planning authority will be responsible for the development management, the Town Council will use the Neighbourhood Plan to inform and frame its representations on submitted planning applications. It will also work with the District Council to monitor the progress of sites coming forward for development.

Community Infrastructure Levy

A.4 There will be opportunities to invest CIL funds and, at present, the following have been suggested, in no particular priority:

- Improve road junctions at various places in the town
- Build small business units to encourage new employment
- Upgrade the Leisure facilities at Castle Farm and Abbey Fields
- Build a new theatre at Smalley Place as part of an Arts Centre and Hall
- Creating cycle routes linking around the Town
- Modify the main footbridges across the railway so that they are ramped and cycle-friendly
- Improve pedestrian access in the town more particularly pedestrian-friendly routes linking the Castle, the Town Centre and the Station
- Improve signage and information to encourage tourists and indicate cycle routes and footpaths.
- By part flooding the Mere or by alternative schemes reduce the flooding risk downstream
- Create public open space at Abbey End to replace Talisman Square for public meetings or open air performances.
- Create a performance area in Abbey Fields for band concerts, etc
- Create an inspiring Focal Point at Abbey End for open-air discussion, meetings and performances reflecting Kenilworth's historic past
- Create some additional car parking capacity in the town centre

The priority will have to be determined at the time when certain needs are better identified and available funds from CIL and other sources more accurately

determined. Of course there are other sources of funds for such projects. Two examples are identified in the paragraph on the HS2 railway on page 68 below.

Other Issues in Kenilworth

A.5 During the various consultations and discussions with organisations and members of the public a number of issues have been raised which whilst being very valid concerns in guiding the future of the Town are not totally within the spatial planning remit of the Neighbourhood Plan as explained in Section 1. Although many of the issues were mentioned in Sections 2 and 5 they are summarised here as they will need to be borne in mind during the implementation period.

Charity Shops

A.6 Although the proportion of vacant shops in Kenilworth Town Centre is low when compared with most other towns a number of the premises are charity shops and there is a general feeling that there are too many. Although they do maintain vibrancy they may also result in higher rents for other shops because of the rate relief they enjoy. Within the planning system charity shops are in the same use class, A1, as ordinary shops so there is no change of use involved and therefore no way of controlling them. The issue of business rates and charity relief is clearly not a planning matter.

Sustainable Transport

A.7 Given the compact nature of the town, walking and cycling should be the first choice way of getting around for all those for whom it is appropriate. This means developing a first class network of cycle routes, widening pavements and giving priority to pedestrians at busy junctions. The infrastructure should also allow the use of mobility scooters and should provide easy access to public transport.

A.8 The aim should be to create safe cycling routes between the centre of Kenilworth and the external cycle paths to Warwick University, Sustrans route 52 and the proposed K2L; enabling mobility scooters to move safely round the town; enabling families with prams and pushchairs to move safely round the town; walking and cycling should improve the health of the population, reducing demands on the local NHS services; and reducing traffic will reduce air pollution and noise, making the town centre a more attractive place to visit.

A.9 Wherever possible this has been incorporated within a number of the Policies. This is particularly the case with the major development areas, but without major redevelopment of the road and footpath structures implementation is obviously much more difficult in the established infrastructure of the town.

Road Safety

A.10 Many Highway issues such as speed limits, on-street parking, one way streets and other restrictions are managed by Traffic Regulation Orders rather than the Planning System. The Town Council will expect Warwickshire County Council, as the Highway Authority, to apply the relevant and appropriate TROs in

accordance with the various Policies. In particular the Town Council supports 20 mph or similar speed limits outside schools and in other appropriate areas of the Town, such as the Town Centre.

Bus Routes

A.11 The restricted road network in the Town Centre will make bus re-routing to serve both the Abbey End and the new Station a difficult task, and will need very careful consideration by Warwickshire County Council and the relevant bus operators.

A.12 Much of the western side of the Town is badly served by bus services but attempts to introduce new services in recent years have been commercial failures. In due course new routes or route extensions to serve the extensive East of Kenilworth development will have to be considered and justified.

New Buildings Fabric First

A.13 All new buildings are designed to the standards set out in the Building Regulations. These standards are based on compliance to a design standard. Research has demonstrated that the actual energy efficiency of new buildings falls well short of the design performance in use. The Passivhaus Standard is a fabric-first performance in use-based standard which has a minimal requirement for energy. Demonstration projects have shown that buildings constructed to this standard need be no more expensive to build than construction in compliance with the current building regulations. The benefit to the environment, including air quality, and savings by occupiers in their energy costs means that this or similar approaches should be encouraged. There would also be a benefit in terms of internal comfort, traffic noise reduction and the health of the occupants.

A.14 Fabric First should be used in addition to the provision of on-site renewable energy and not instead of. However the Government have stated that Councils cannot require developers to go beyond the Building Regulations on land that they do not own, and there is very little Local Authority land with the area of the town which is to be developed. This does not mean that the Plan cannot take a leadership approach in this matter, and Policy KP16 reflects this.

Flooding

A.15 Whilst Kenilworth as a town is not liable to major flooding of properties, there are a small number of properties which are at risk of flooding or which have indeed flooded in recent years. For the residents this is disastrous. Both Finham Brook and Canley Brook are classed as Main Rivers and are therefore the ultimate responsibility of the Environment Agency. The Town Council is working with the EA and the Local Authorities to examine possible solutions which might involve partial flooding of the Mere at times of heavy rain. The matter is of increasing importance not only because of Climate Change but also because of the effects of the amount of development planned in the area, including Canley Brook which although mostly outside the Town has a big influence on the natural drainage. Following the Consultation an additional Policy, KP22, has been added specifically on Flooding.

Foul Sewer System

A16 Kenilworth had an original Victorian combined sewer system which extended over much of the current town but which became overloaded by all the infilling development leading to a moratorium on further building in the 1960s. After various works including a major project a few years ago all issues were solved, but major housing developments are now imminent. Many of these are over the watershed and will require pumping of foul sewage. We do not wish for a return to problems.

HS2 Railway

A.17 The route of the HS2 railway passes through a short section within the boundary of Kenilworth Town between the A46 and Dalehouse Lane but then passes very close to houses in Crackley and on to Burton Green.

A.18 The passing of the Act has given HS2 powers beyond the control of the normal planning system. Warwick District Council, as a Qualifying Authority, will have some influence over details of design and has agreed to consult with affected Town and Parish Councils.

A.19 The Town Council petitioned Parliament on the Bill and remains particularly concerned about the effects on residents and businesses of the Town during the long construction period as several key roads are crossed by the HS2 route. There are two funds now available, the Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF), to support communities during the construction period and organisations are being encouraged to apply. It has been intimated that Kenilworth is clearly eligible to benefit. The Town Council are also very concerned that diversion work on Canley Brook could possibly exacerbate the flooding risk. HS2 have been very clear that they have no responsibility or intention to reduce the risk below the current level.

Air Quality

A.20 Improving air quality in the town is a complex matter. Technical improvements in vehicles will be one solution, but is mostly outside the scope of this Plan. The exception is encouraging electric vehicles and relevant policies now include a requirement for charging facilities. Creating a Low Emission Zone is another but unlikely to be justified. More positively a number of the policy requirements in this Plan for the encouragement of more cycling and walking to reduce reliance on car usage will reduce pollution. Similarly improving traffic flow to prevent pollution build up at junctions such a New Street or stop-start queues in Warwick Road would help, but the difficulty then is to avoid better flow encouraging additional traffic.