

CHAPTER 9

Indicative Masterplan & Scale Parameters Plan

The Indicative Site Masterplan and Scale Parameters Plan have been developed in the context of a consideration of strategic, settlement and neighbourhood level analysis, site level constraints and opportunities, development principles and further placemaking and design principles. Whilst the plan is indicative, development is expected to be in general accordance with the Masterplan and where infrastructure is shown on a particular landholding, it is expected that it will be delivered in that location, unless otherwise agreed by the Local Planning Authority.

Figure 60: Indicative Site Masterplan



LUC (Land Use Consultants)

Notes

- 1. Secondary School site
- 2. Primary School sites
- 3. Woodside Hotel
- 4. Main Spine Road
- 5. New Civic Space
- 6. Allotments

- 7. Public Park
- 8. Village Green
- 9. Employment Site – set within woodland framework
- 10. Sustainable Urban Drainage
- 11. Low density detached and semi-detached properties set within woodland framework

- 12. Scheduled Ancient Monument
- 13. Ancient Woodland Retained
- 14. Access onto Crewe Lane
- 15. Local Centre/Community Centre

Figure 61: Indicative Scale Parameters Plan

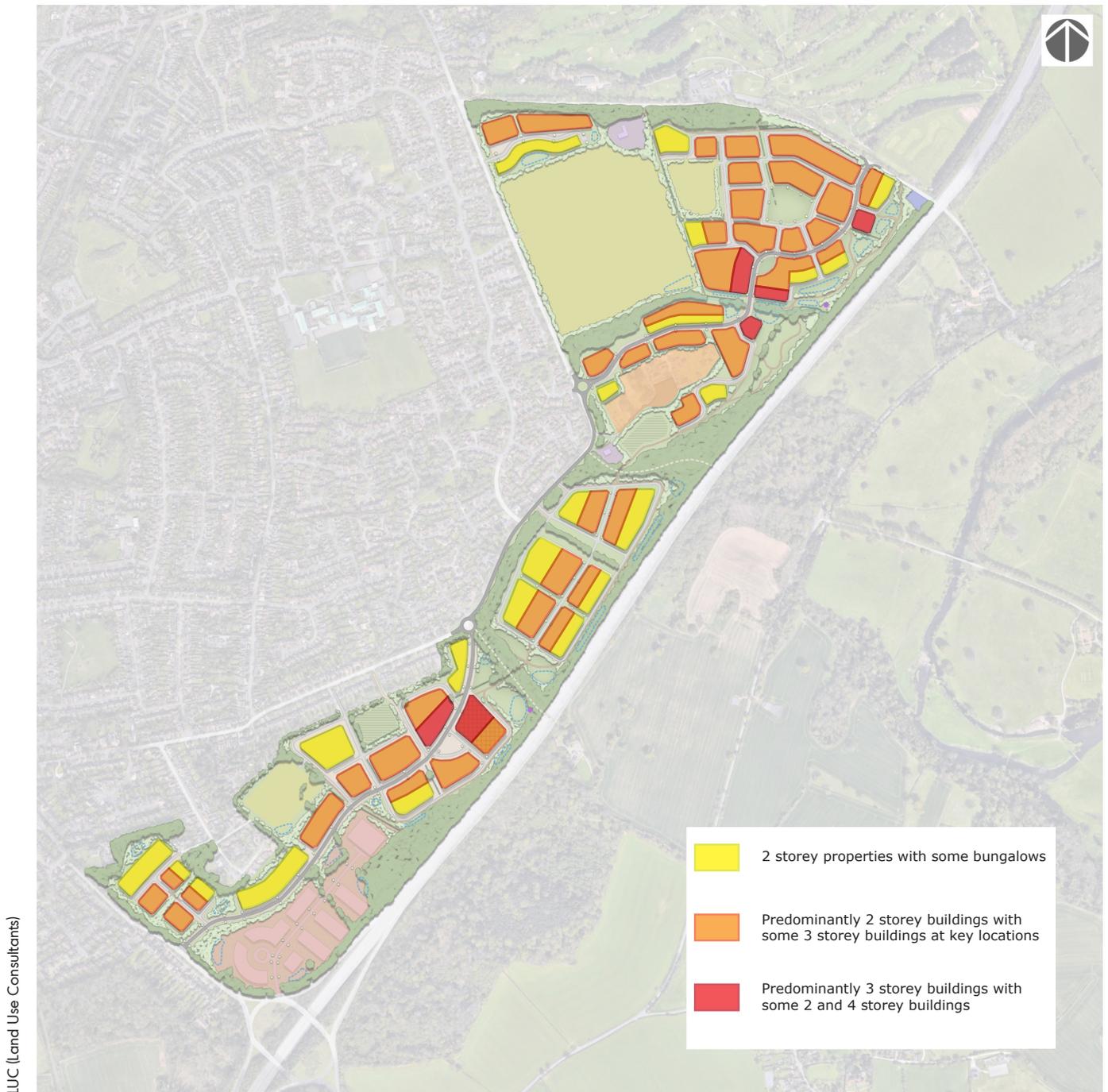
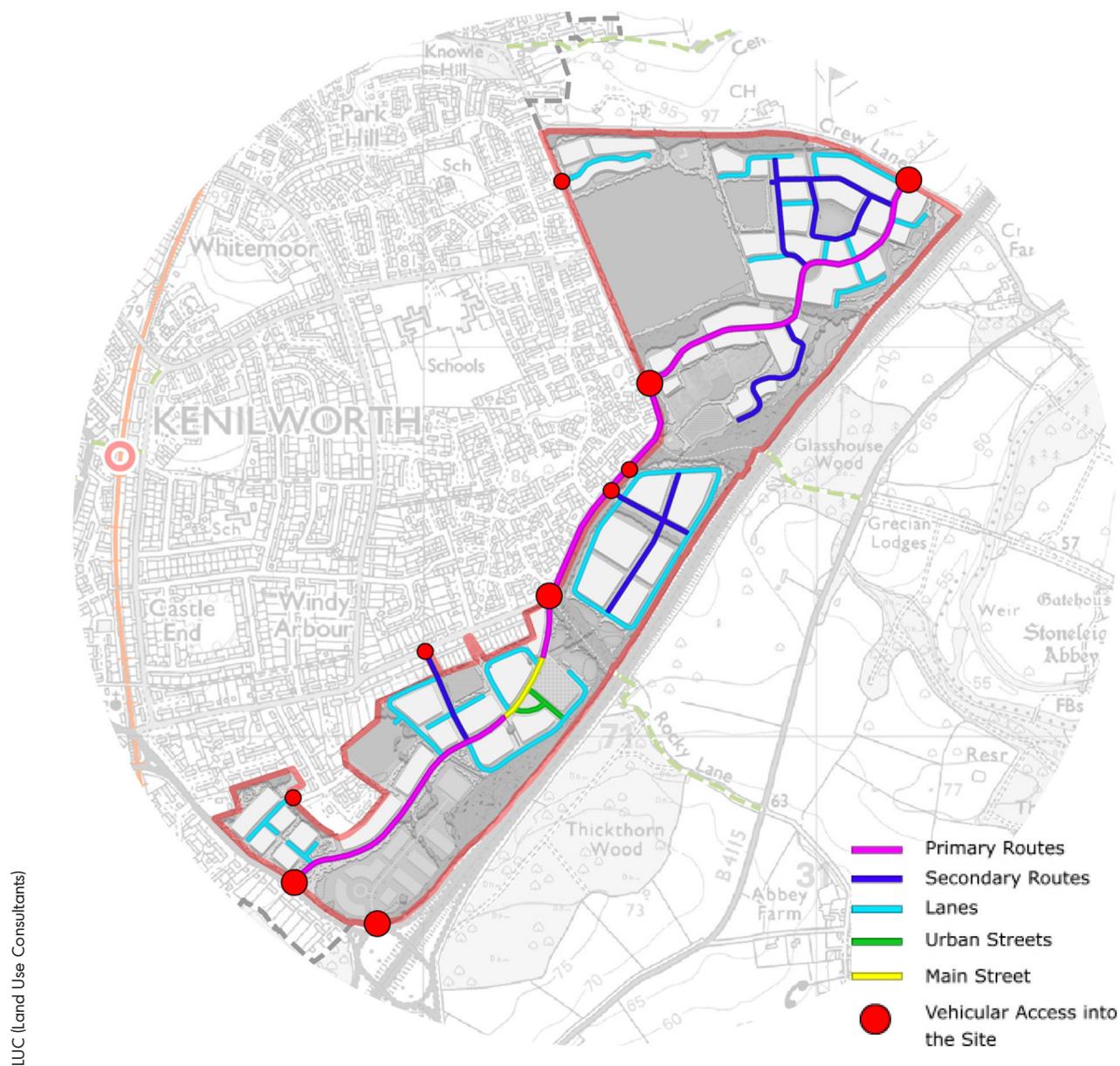


Figure 61 provides an indicative scale parameters plan based on the Indicative Masterplan for different parts of the site. Towards the edge of the site where properties are closely located near to existing residential properties it is recommended that the scale of properties is similar to the scale of neighbouring properties, that is predominantly two storey with some bungalows. For much of the site two storey properties should set the prevailing scale with some 2¹/₂-3 storey properties at key locations, including in along the route of the spine road. In a few areas of the site in and around the Local Centre, near the employment land and near to the village green to the northern part of the site, buildings of greater scale (3-4 storeys) may be appropriate provided they are well designed and particularly where they provide surveillance over and help frame public open space.

Detailed Street Design Principles



LUC (Land Use Consultants)

Chapter 8 introduced the hierarchy of streets and Street Level Design Principles. The following section describes in more detail with supporting visuals the design principles for each of the street types recommended within the site. These principles are based on the street level Design Principles initially set out in Chapter 7 which were influenced by the Neighbourhood Analysis. This approach means that each of the street types will reflect the important character of Kenilworth's streets and spaces.

Concept Plan no.5 (Figure 57) set out an indicative street typology across the site based on an indicative arrangement of streets within the Indicative Site Masterplan. It is expected that developers follow the street typologies and design guidance associated with each street.

Not all roads within the development site are currently shown in these plans. Road layouts and typologies are indicative of what would be appropriate. Detailed planning applications will ultimately determine the final layout and typologies of proposed streets.

Figure 62: Main Street

LUC (Land Use Consultants)



Main Street

Recommendations

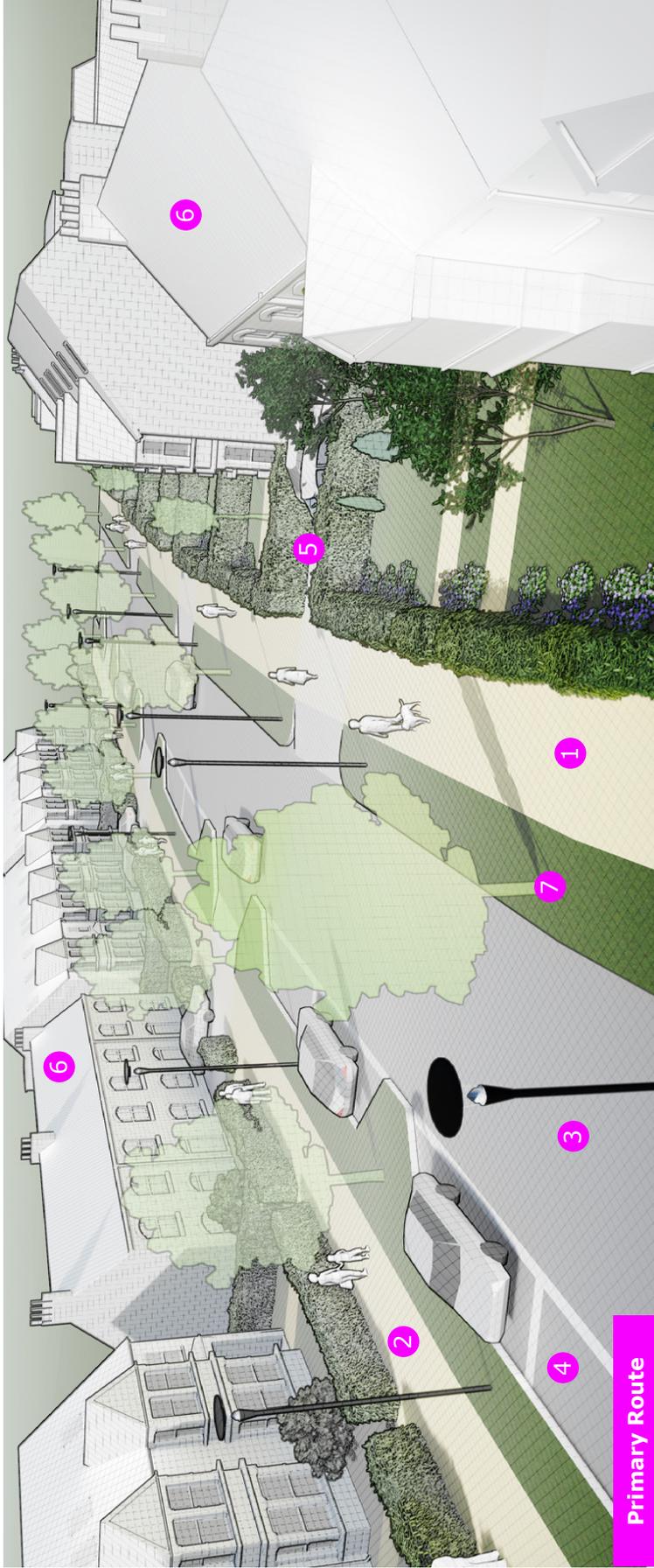
- 1 Public Realm spaces will consist of a central civic space within the new local centre. This space will act as a new multifunctional congregational space that can be used throughout the year. High quality public realm materials will reflect the character of Kenilworth and the local area.
- 2 A new segregated, 4.0m wide shared route for both walking and cycling shall pass through the main centre as an integrated part of the streetscape. This will connect facilities within the local centre to other parts of the Development Brief Site, as well as other parts of Kenilworth.
- 3 Raised pedestrian crossing points shall be located at strategic points to connect key routes. The crossing points shall mark the entry point to the local centre and where speed restrictions apply.
- 4 The carriageway surfacing through the main centre shall reflect lower speed limits and an environment where pedestrian activity is highest. Speed restrictions and carriageway width shall allow vehicles to park safely and pedestrians to cross the street.

- 5 Street trees should be used to help integrate parking into the street scene as well as to frame key views. They should also be used to assist with legibility and wayfinding defining key routes and public realm spaces and form part of a SUDs system
- 6 Buildings within the main centre shall form a continuous built edge in order to define the streets of public realm spaces. Building plots and architectural styles should vary to create interest and character. Building set-backs should vary with some buildings fronting directly on to the pavements whereas others are separated from the street via a small front garden. Building heights should vary also to create an interesting roofscape. Building materials and detailing should reflect the local vernacular.
- 7 Facilities and retail uses should be provided in the main centre. These should be located at key locations where routes converge and should front directly on to public realm spaces; to create active frontages and encourage natural surveillance. Retail uses should also allow people to spill out into the public realm.

- 8 Parking should be integrated into the street scene. This should include both residents and visitor parking, however speed restrictions of 20mph through the main centre will allow people to park safely. Parking bays should be 2.5m wide and 5.0m long and set at 90 degrees to the street. The carriageway width between bays should be differentiated from the main carriageway by a change in surfacing. Designated bays should be marked out in accordance with BS 3762 Part 1 and Warwick District Councils vehicle parking standards document.
- Please note that although these proposals offer guidance and recommendations for each of the street typologies, developers will be required to liaise with the Local Planning Authorities to determine the detailed layout and geometry of proposed streets.

Figure 63: Primary Route

LUC (Land Use Consultants)



Primary Route

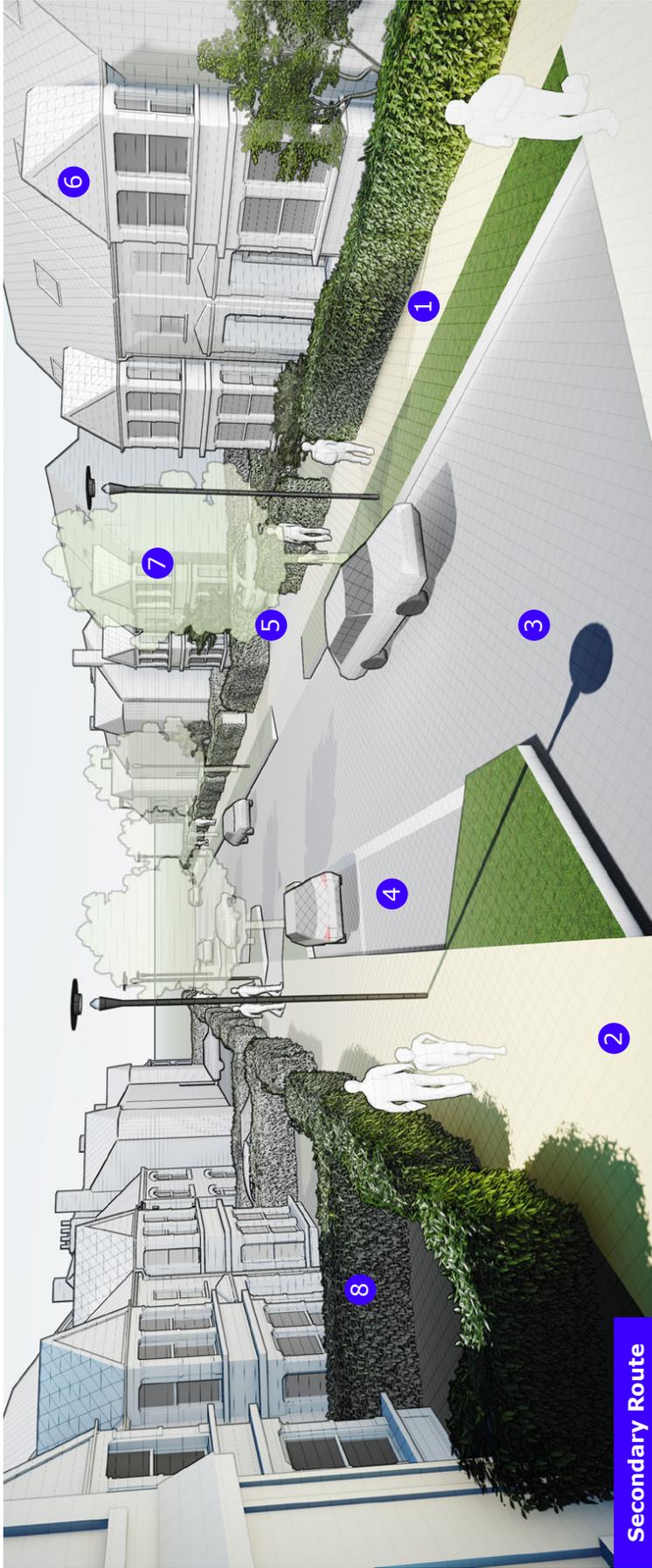
Recommendations

- 1 The public realm shall consist of a new shared route for both walking and cycling. Public realm materials shall reflect the intensity of use, type of user, and local character and identity. The route shall be separated from the carriageway by a 2.0m wide grass verges and boulevard tree planting and from residential plots by a groundcover planting strip.
- 2 The 4.0m wide unsegregated route is located on both sides of the primary street, and will provide the infrastructure that is necessary to encourage walking and cycling as part of people's daily routines.
- 3 The main carriageway width should be 6.8m wide and have a design speed of 30mph except where it passes through local centres where it should be reduced to 20mph. Carriageway surfacing and kerbs should reflect the local vernacular.
- 4 On street parking should be convenient to access from neighbouring residential properties. Parking bays should be 2.5m wide and located along one side of the street. Long areas

- 5 On-plot parking should be at the front or side of the property, and overlooked by habitable rooms. Parking spaces should ideally be 2.5 x 5.0m unless where adjacent to walls where the width should be increased to 3.0m. Parking pavements should be constructed using permeable paving in order to decrease surface water run-off. On-plot parking should allow adequate space for pedestrian access, sight lines and vehicle manoeuvring.
- 6 Buildings should seek to form a continuous built edge along the primary street in order to define the street. Building plots, architectural styles and set-backs should vary in order to create interest and character. Materials and detailing should provide a degree of consistency and reflect Kenilworth's local vernacular.
- 7 Boulevard trees should be located within 2.0m wide grass verges in order to separate the shared route from the carriageway. The street trees should be used to enhance legibility and wayfinding, reduce pollution and form part of a SUDs system. Trees should be spaced between 8-16m centres.

Figure 64: Secondary Route

LUC (Land Use Consultants)



Secondary Route

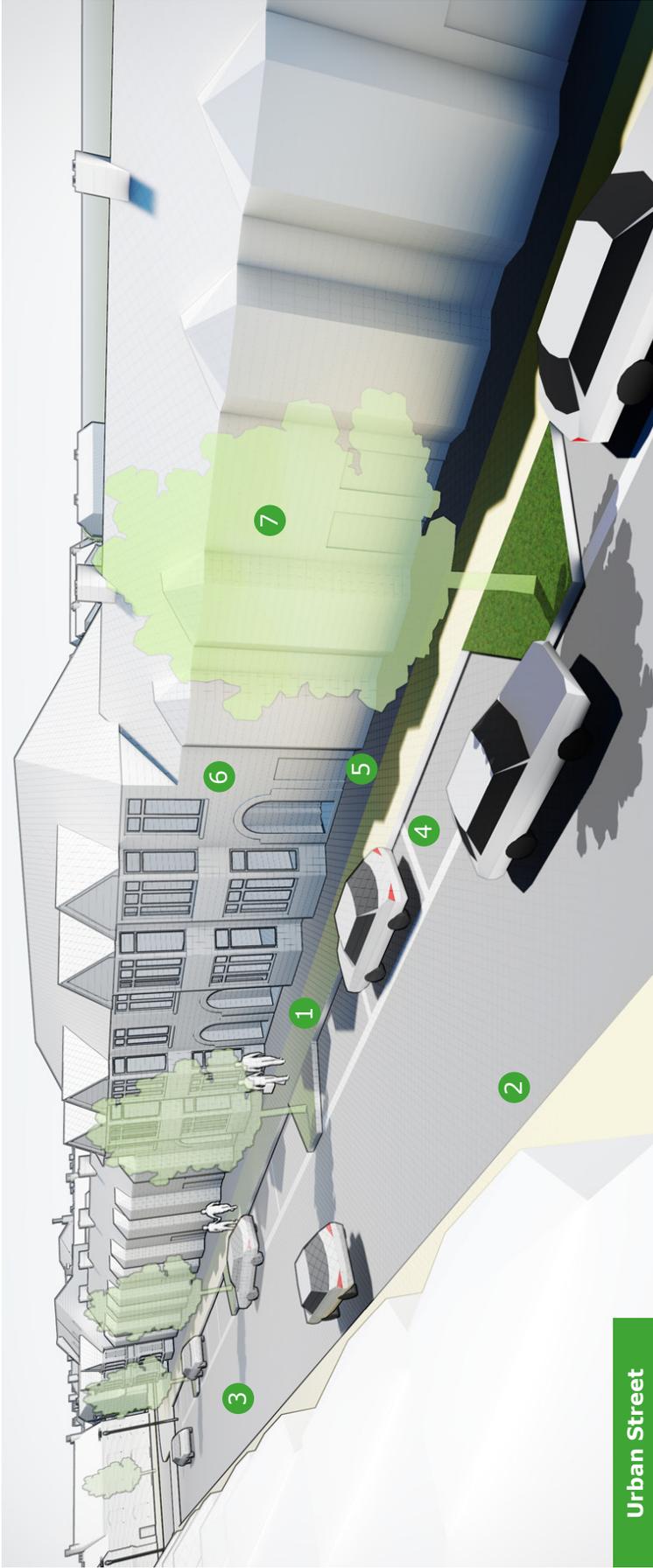
Recommendations

- 1 The public realm shall consist of a new 1.8m wide pavement to one side of the street. The 1.8m wide path shall be separated from the carriageway by a 1.0m wide grass verge.
- 2 If required in certain locations a 3.0m wide shared route for both walking and cycling should be located on one side of the carriageway.
- 3 The carriageway width should be 6.0m wide and have a design speed of 20mph, except where it approaches local centres where the carriageway width should be reduced to 5.5m.
- 4 On-street parking should typically be provided for those properties that do not have on-plot parking. Parking bays should be overlooked by habitable rooms and convenient to access from neighbouring residential properties. Parking bays should be 2.5m wide, located along one side of the street and differentiated from main carriageway by a change in surfacing.

- 5 On-plot parking should be at the front or side of the property and overlooked by habitable rooms. Parking spaces should be 2.5 x 5.0m unless adjacent to walls.
- 6 Buildings should seek to create a semi-continuous built edge although parking between semi-detached and detached properties will reduce the sense of enclosure. Building plots, styles, detailing and setbacks should vary however to create interest and character. Materials and detailing should provide overall continuity and sense of place.
- 7 Street trees should be provided within verges and spaced no closer than 8.0m apart or greater than 16.0m apart. Where on-street parking occurs, street trees should be planted in areas that break up the run of parking bays.
- 8 Boundary treatments at the front of properties should be hedges planted, with boundaries between buildings should match boundary facing the street.

Figure 65: Urban Street

LUC (Land Use Consultants)



Urban Street

Recommendations

- 1 Urban streets are side streets near the local centre. Materials shall be of a higher quality than peripheral areas to reflect increased intensity of use.
- 2 Cycle lanes shall be on-street lanes and link into shared routes, and provided on the opposite side of the street to on-street car parking. The cycle lanes shall be differentiated from the main carriageway by a change of surfacing.
- 3 The main carriageway width should be 5.5m wide and have a design speed of 20mph. Carriageway surfacing and kerbs should be consistent with those used for main street, and reflect local vernacular. The width of the street should be reduced to 4.5m at crossing points.
- 4 On-street parking should be 2.5m wide and located on one side of the carriageway. Parking bays should be broken up with street trees to avoid long lengths of bland parking. Parking bays should be differentiated from the main carriageway by a change in surfacing. Other parking should be provided at the rear of properties to create high density development in the local centre. Parking at the rear of properties shall be overlooked and protected by a gated access point.

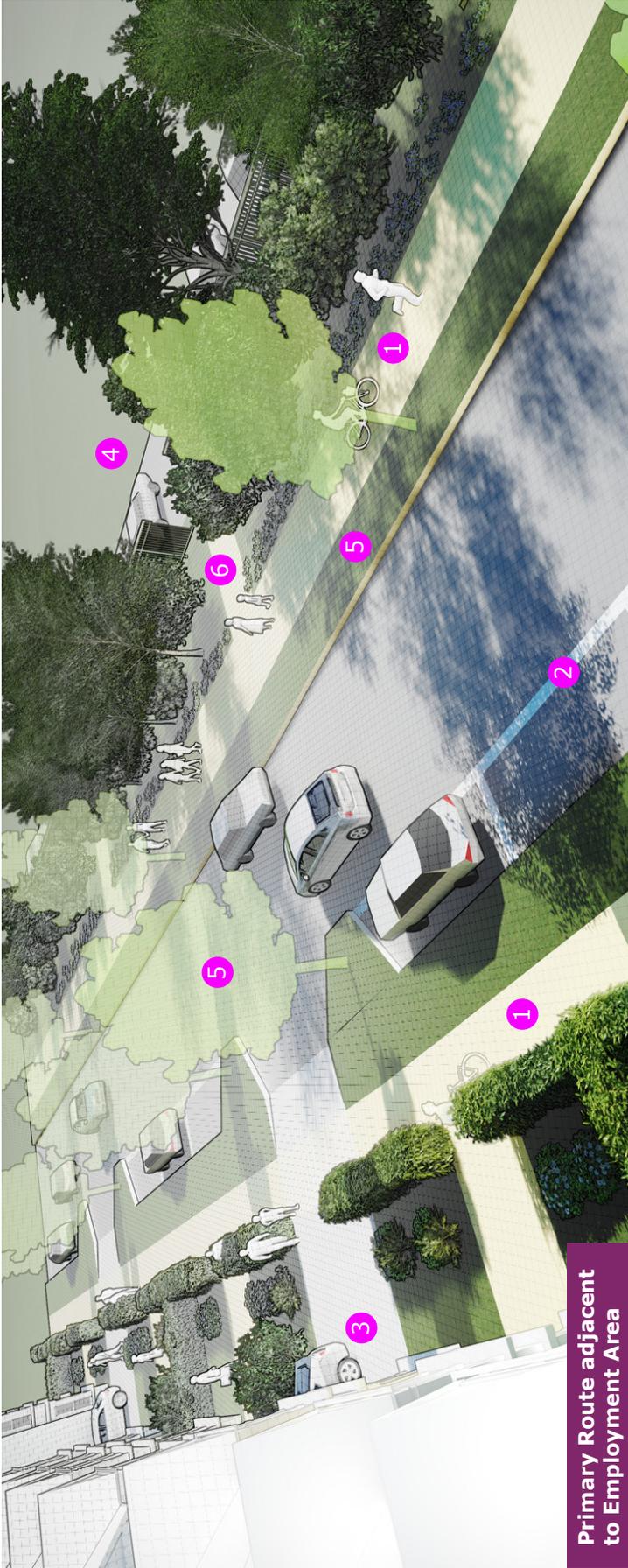
5 Properties on urban streets have small front gardens. Typically in 2.0m paved privacy strip provides the definition between public and private space. This surfacing is typically uneven such as cobbles or stone sets and different in texture and colour from the main paving material.

6 Buildings positioned along the street should form a continuous built edge in order to define the streets and spaces. Building plot sized and architectural styles should vary to create further interest.

7 Street trees should be used to break up long lengths of parking bays. Tree species should reflect the more intimate spaces provided by the urban streets. Street trees should also form part of a SUDs system.

Figure 66: Primary Route adjacent to Employment Site

LUC (Land Use Consultants)



Primary Route adjacent to Employment Area

Recommendations

- 1 The public realm shall consist of new 4.0m wide shared routes on both sides of the carriageway. The shared routes which will be for walking and cycling and connect the new employment site to residential areas or separated from the carriageway by a grass verge and boulevard trees.
- 2 The carriageway width shall be 6.8m wide and consistent with the primary street in other parts of the site. The design speed will be 30mph, although the carriageway will narrow at crossing points to 6.0m. On-street parking will be provided on one side of the street. Parking bays will be 2.5m wide and differentiated from the main carriageway by a change in surfacing.
- 3 On-plot parking should also be provided, in accordance with the Warwick District Council Parking Standards Document. Parking spaces should be 2.5 x 5.0m unless adjacent to obstructions such as walls and fences. Permeable pavements should be used for parking bays and bays should be designed to allow adequate space for sightlines and vehicle manoeuvring.

- 4 The employment site boundary should consist of a 5.0m- 7.5m wide strip of structure planting. This width of planting is necessary to mitigate the visual impact of the employment site on proposed and existing residential properties. The native woodland planting strip will also create a woodland framework in which the shared route would be located.
- 5 Boulevard trees within grass verges will provide a green corridor for the primary route as well as providing an attractive setting for the new employment site and residential areas.
- 6 The employment site will be connected to the main Development Brief Site via a series of footpaths and cycle routes that will connect onto the new shared route.



Lanes

The lanes represent the design intervention at the periphery of the Development Brief Site and includes residential areas that are adjacent to the site boundary. Land at the site boundary includes green infrastructure such as woodland and often wider countryside beyond this. Vehicular traffic will be low compared to primary routes and housing density will be lower, than that at the local centre.

Recommendations

- 1 The public realm shall consist of a new 1.8m wide footpath on one side of the carriageway and green open space on the other side of the lane. Uses should include walking and informal outdoor recreation.
- 2 The carriageway width should be 4.2m and have a design speed of 20mph. This reflects the lower volume of vehicular traffic at the periphery of the Development Brief Site.
- 3 In order to reduce the visual dominance of vehicles at this location all parking shall be provided as on-plot parking between properties. As elsewhere parking should be consistent with recommendation stipulates in the Warwick District Council's adopted Parking Standards Supplementary Planning Document 2018.

- 4 New development should seek to integrate new buildings into the landscape at the periphery of the site in order to create a seamless transition between town and countryside as well as mitigate the visual impact on adjacent visual receptors in existing residential properties.

- 5 Proposed green infrastructure, including new woodland, grass verges and groundcover planting should form the backdrop to the lanes and provide the transitional zone between the Development Brief Site and surrounding areas.

Figure 67: Lanes