

Warwick District Council

LAND EAST OF KENILWORTH

DEVELOPMENT BRIEF

March 2019



Contents

1 INTRODUCTION

- 7 Background
- 7 What Are Development Briefs?
- 7 How Will The Document Be Used?
- 8 Why Is Housing Needed In Kenilworth And Why In This Location?
- 10 Extent and Type of Development Proposed
- 12 Why Is A Brief Required For This Development?
- 13 How Has The Brief Been Informed?
- 14 Document Structure

2 THE SITE

- 16 Site Location and Characteristics
- 19 Land Ownership
- 20 Planning History

3 PLANNING POLICY FRAMEWORK

- 22 National Planning Policy Framework (NPPF) – February 2019
- 22 Warwick District Local Plan 2011-2029 – September 2017
- 25 Supplementary Planning Documents
- 25 Kenilworth Neighbourhood Plan 2017-2029 – September 2018

4 THE SITE IN CONTEXT

- 29 Strategic Level Analysis
- 32 Settlement Level Analysis
- 42 Neighbourhood Level Analysis

5 SITE ANALYSIS, CONSTRAINTS AND OPPORTUNITIES

- 44 Topography, Views and Landscape features
- 49 Existing Access and Connectivity
- 51 Site Constraints and Opportunities

6 VISION AND OBJECTIVES

- 57** East of Kenilworth Vision
- 58** East of Kenilworth Objectives

7 DEVELOPMENT PRINCIPLES

- 60** Delivery of a Mix of Housing to Create a Sustainable Community
- 63** Delivery of High Quality Employment Opportunities
- 65** Delivery of An Effective and Efficient Transport System
- 100** Delivery of Social and Community Infrastructure to Support the New Community
- 107** Creating a High Quality Environment with a Strong Sense of Place
- 121** Promoting a Healthy and Safe Community
- 122** Creating a High Quality Designed Urban Environment
- 142** Delivery of Utilities Infrastructure to Meet the Needs of the Development

8 SHAPING THE MASTERPLAN

- 146** Masterplan Design Principles
- 146** Concept Plans

9 INDICATIVE SITE MASTERPLAN AND SCALE PARAMETERS PLAN

- 155** Indicative Site Masterplan
- 156** Indicative Scale Parameters Plan
- 157** Detailed Street Design Principles

10 DELIVERY

- 165** Collaboration and Consultation
- 165** Planning Application Requirements
- 167** Development Phasing
- 169** Infrastructure Delivery Triggers
- 170** Securing Infrastructure
- 174** Sharing of Non-Value Generating Land Commitments
- 175** Monitoring

List of Figures and Tables

FIGURES

- | | | | |
|-----------|---|------------|--|
| 1 | Strategic Location | 22 | Access and Connectivity (Site Level) |
| 2 | Kenilworth Allocations – Extract from Warwick District Local Plan 2011-2029, Policies Map no.5 ‘Kenilworth’ | 23 | Site Constraints and Opportunities |
| 3 | Eastern Kenilworth Allocations – Extract from Warwick District Local Plan 2011-2029, Policies Map no.5 ‘Kenilworth’ | 24 | Kenilworth Cycle Network Plan |
| 4 | Aerial Photograph of the Site | 24a | Kenilworth Future Trip Generators |
| 5 | Existing On-site Buildings | 25 | Employment Site Preferred Access |
| 6 | Local Ward Boundary Map | 26 | Indicative Access Arrangement for Thickthorn (Spine Road & Employment Site Access) |
| 7 | Land Ownership Plan | 27 | Indicative Spine Road/Crewe Lane Junction Layout |
| 8 | Strategic Level Movement and Connectivity | 28 | Indicative Proposed Crewe Lane/Glasshouse Lane/Hidcote Road Junction |
| 9 | Agricultural Land Classification and Existing Woodland | 29 | Indicative Spine Road Cross-Section |
| 10 | Landscape Character Areas | 30 | Indicative Spine Road Route and Key Junctions |
| 11 | Geology | 31 | Glasshouse Lane/Spine Road/Heyville Croft 3-Arm Roundabout Arrangement |
| 12 | Flood Risk from Fluvial Flooding | 32 | Glasshouse Lane and Northern Spine Road Section Junction |
| 13 | Flood Risk from Pluvial Flooding | 33 | Upgrading of Glasshouse Lane |
| 14 | Existing Transport Connectivity (Settlement Level) | 34 | Glasshouse Lane/Central Land Parcel Access |
| 15 | Non-motorised Transport Connectivity | 35 | St. John’s Gyratory Location |
| 16 | Land Use | 36 | St. John’s Gyratory Signalisation |
| 17 | Heritage Assets | 37 | Dalehouse Lane/Knowle Hill Location |
| 18 | Biodiversity | 38 | Dalehouse Lane/Knowle Hill Signalised Priority Junction Arrangement |
| 19 | Green Infrastructure | 39 | Indicative Leyes Lane/Dencer Drive Signalised Junction |
| 20 | Social Infrastructure | 40 | Future Bus Network Proposals Plan |
| 21 | Views, Topography and Landscape Features | | |

- 40a** Future Bus Network Proposals
Plan Kenilworth Town
- 41** Summary of Key Highway Works
- 42** Kenilworth Transport Development Plan
- 43** Indicative Location for Central Park
- 44** Street Level Design Principles
– Main Street
- 45** Street Level Design Principles
– Primary Route
- 46** Street Level Design Principles
– Secondary Route
- 47** Street Level Design Principles
– Urban Street
- 48** Street Level Design Principles – Lanes
- 49** Kenilworth Materiality
- 50** Appropriate Boundary Treatments
- 51** Car Parking Principles
- 52** High Level Drainage Strategy,
Including Connection Points and Risk
to Dalehouse Lane Pumping Station
- 53** Concept Plan – Spatial Concept
- 54** Concept Plan – Land Use
- 55** Concept Plan – Housing Density
- 56** Concept Plan – Pedestrian
and Cycle Connectivity
- 57** Concept Plan – Street
Hierarchy / Connectivity
- 58** Concept Plan – Connected
Green Spaces
- 59** Concept Plan – Sustainable Drainage
- 60** Indicative Site Masterplan
- 61** Indicative Scale Parameters Plan
- 62** Detailed Street Design
Principles – Main Street
- 63** Detailed Street Design
Principles – Primary Route
- 64** Detailed Street Design Principles
– Secondary Route
- 65** Detailed Street Design
Principles – Urban Street
- 66** Detailed Street Design Principles
– Primary Route Adjacent
to Employment Site
- 67** Detailed Street Design Principles – Lanes

TABLES

- 1** Housing Mix
- 2** Kenilworth Transport Development Plan Key
- 3** Potential open space requirements
- 4** Building for Life 12 Criteria
- 5** Housing Trajectory for Land
East of Kenilworth
- 6** Infrastructure Requirements

CHAPTER 1

Introduction

Land East of Kenilworth presents a significant opportunity to deliver a high quality new community within a sustainable urban extension to the eastern side of Kenilworth with good connectivity to the existing town. The site comprises strategic housing, education and employment allocations in Warwick District Council's Local Plan 2011-2029 identified to deliver approximately 1,400 new homes, land for education purposes, 8 hectares of employment land, together with other supporting infrastructure.

Background

This Development Brief has been prepared by Warwick District Council following the adoption of the Council's Local Plan 2011-2029 in September 2017. The document will guide future development within strategic allocations to the eastern side of Kenilworth and ensure that development within the sustainable urban extension is delivered in a comprehensive manner.

In preparing this consultation document, Warwick District Council has undertaken extensive consultation with key stakeholders including Warwickshire County Council, Kenilworth Town Council, landowners, land promoters and infrastructure providers. A formal 8 week public consultation with residents and other stakeholders was undertaken to seek views and inform the content of the document in accordance with the Council's Statement of Community Involvement. Following consultation Warwick District Council has reviewed responses and amended the document where appropriate and has the approval of the Council's Executive for formal adoption of the Development Brief.

What are Development Briefs?

Development Briefs provide site specific planning guidance usually for large, sensitive or complex sites. They set out guidance on the requirements of development, the quality and quantity of development expected, the spatial distribution of uses on a site and highlight constraints and opportunities presented by a site.

Briefs act as a stepping stone between the higher level content of a Development Plan and the particular requirements of a planning application. They seek to minimise uncertainty and offer specific guidance on particular issues (e.g. urban design; highway matters). Development Briefs can vary significantly in terms of their scope and content depending upon the size and complexity of a site.

The overarching aim of a Development Brief is to secure a higher standard of development than would have been achieved without it.

How will the document be used?

This Development Brief has Supplementary Planning Document (SPD) status and is a material consideration to be afforded weight in the determination of planning applications within the area covered by the document. This document does not seek to create additional Local Plan policies but provides detailed development principles that expand upon and help interpret existing policies as they relate to the site.

Guidance contained in this document shall be considered applicable to all development proposals relating to the site whether they relate to outline, reserved matters or full planning applications or applications for the variation/removal of condition applications or discharge of conditions.

Development within the area identified for the sustainable urban extension will need to accord with the Local Plan, guidance within this SPD, other relevant Development Plan Documents including the Kenilworth Neighbourhood Plan, other relevant Supplementary Planning Guidance/Documents and any other material considerations, including the National Planning Policy Framework (NPPF).

Why is housing needed in Kenilworth and why in this location?

The recently adopted Local Plan provides the long-term spatial vision for development in the District until 2029 and sets out the Council's policies and proposals to support development.

Kenilworth has experienced limited new development in the last 20 years. However, significant growth is now identified for the town in the Local Plan (as shown on the Local Plan Proposals Map no.5 'Kenilworth' – extract in Figure 2) with land for an estimated 1,973 dwellings being allocated across 6 housing sites together with 8 hectares of new employment land, education facilities including a new secondary school and new primary schools and new sites for relocated outdoor sports facilities.

Kenilworth is considered to be an appropriate and sustainable location for significant housing growth given it is an established town with a range of facilities and has good connectivity to the wider road network, has good public transport links and is well related to Coventry in terms of accessibility and functional links. The development offers an opportunity to deliver a diverse range of new housing to meet the needs of the District and providing in part for neighbouring Coventry's unmet housing needs and deliver employment land and other supporting facilities including new schools, a local centre and public open space.

The existing town offers limited opportunity for any significant further housing development within the built up area and the Local Plan Inspector, in paragraph 113 of his 28th July 2017 report, concluded that for Kenilworth, allocations involve land which was in the Green Belt at the time of the examination "given that there are insufficient alternatives... and there are limitations to the scale of housing that can be realistically and appropriately accommodated outside of the Greenbelt, elsewhere in the District".

As part of the Local Plan process various sites were considered for suitability for housing and owing to various factors including the desire to maintain a gap between Kenilworth and Coventry to the north and to Leek Wootton to the south, the importance of protecting heritage assets to the west, most notably the setting of Kenilworth Castle, the proposed route of HS2 and owing to a strong physical barrier in the form of the A46 to the east, it was considered that the most suitable location for significant growth in Kenilworth was to expand to the east on land between Birches Lane/Glasshouse Lane and the A46.

The allocations forming the site covered by this Development Brief have been subject to a Sustainability Appraisal as part of the Local Plan process. The sites were considered suitable for inclusion in the Local Plan when considering the likely significant effects of the development on the environment.

Figure 1 shows Kenilworth and the Development Brief site in a wider context and Figure 2 highlights the spatial distribution of allocated sites within the town.

Figure 1: Strategic location

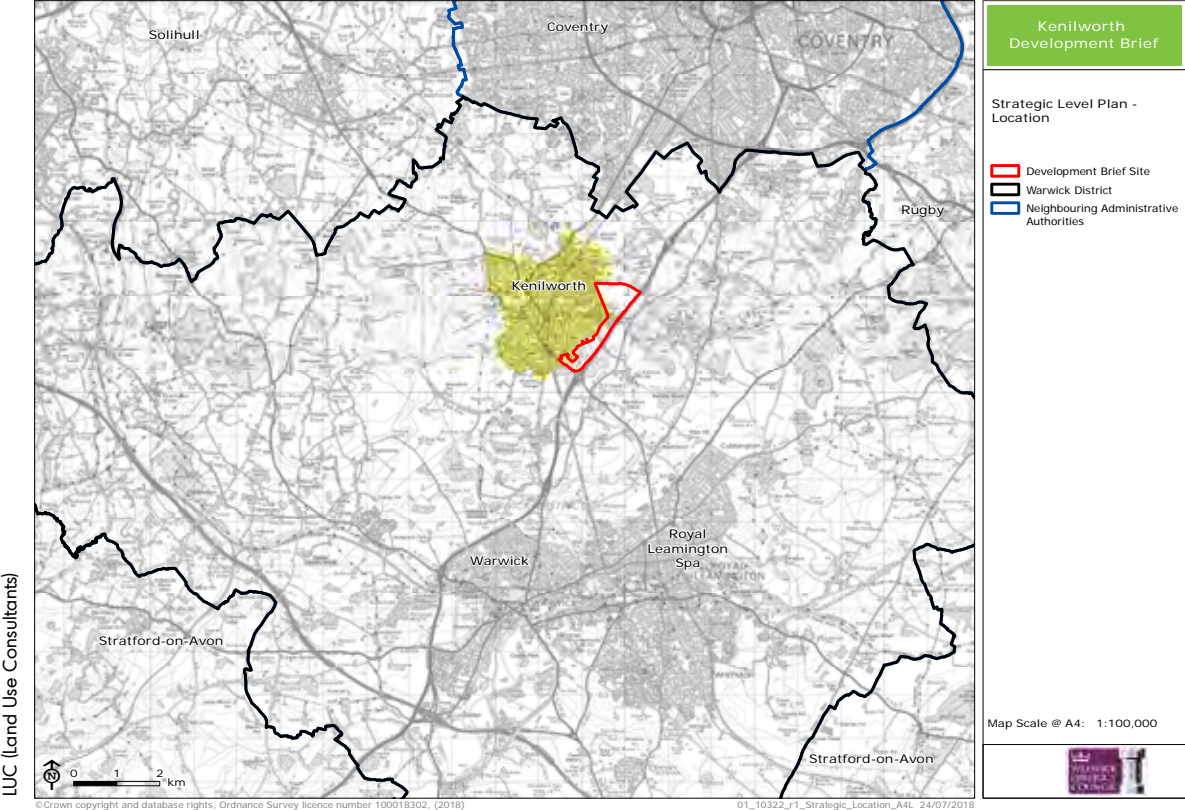
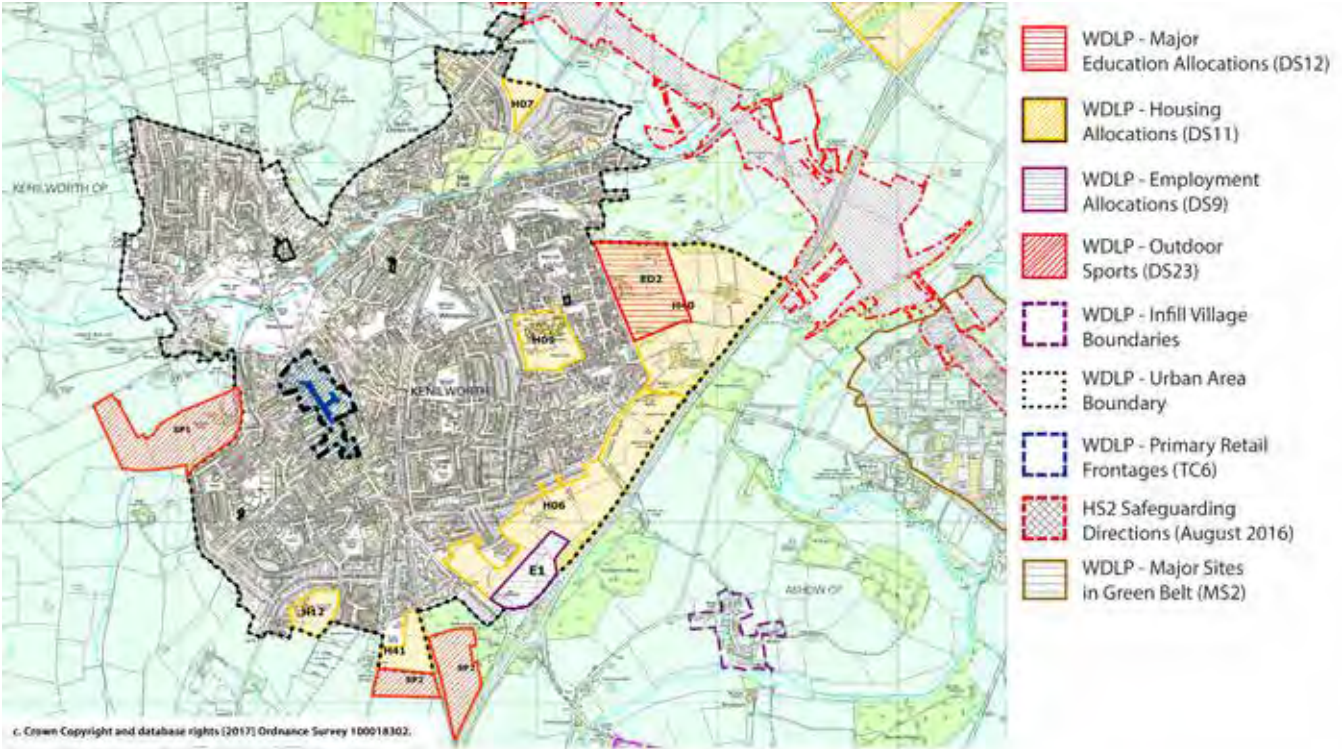


Figure 2: Kenilworth allocations – extract from Warwick District Local Plan 2011-2029, policies map no.5 'Kenilworth'



Extent and type of development proposed

A sustainable urban extension is proposed to the eastern side of the town on an area of land of approximately 100 hectares which was released from the Green Belt in the Local Plan. Land for an estimated 1,400 dwellings is allocated in this area on two adjoining strategic housing sites along with 8 hectares of employment land (for B1 and B2 use) to the south-eastern part of the site and 18 hectares of land for education provision to the north-western corner of the site. In addition to these uses further supporting infrastructure is required.

Kenilworth School intend to build a new school to replace the existing secondary school, currently split across two sites within the town and those existing sites are allocated for housing. The new school will meet the needs of the new urban extension and existing residents, providing enhanced educational facilities. Other infrastructure to be provided within the sustainable urban extension includes two new primary schools, a Local Centre and community facilities and public open space/play facilities. Furthermore, there will be a need for new and enhanced highway infrastructure to support the development.

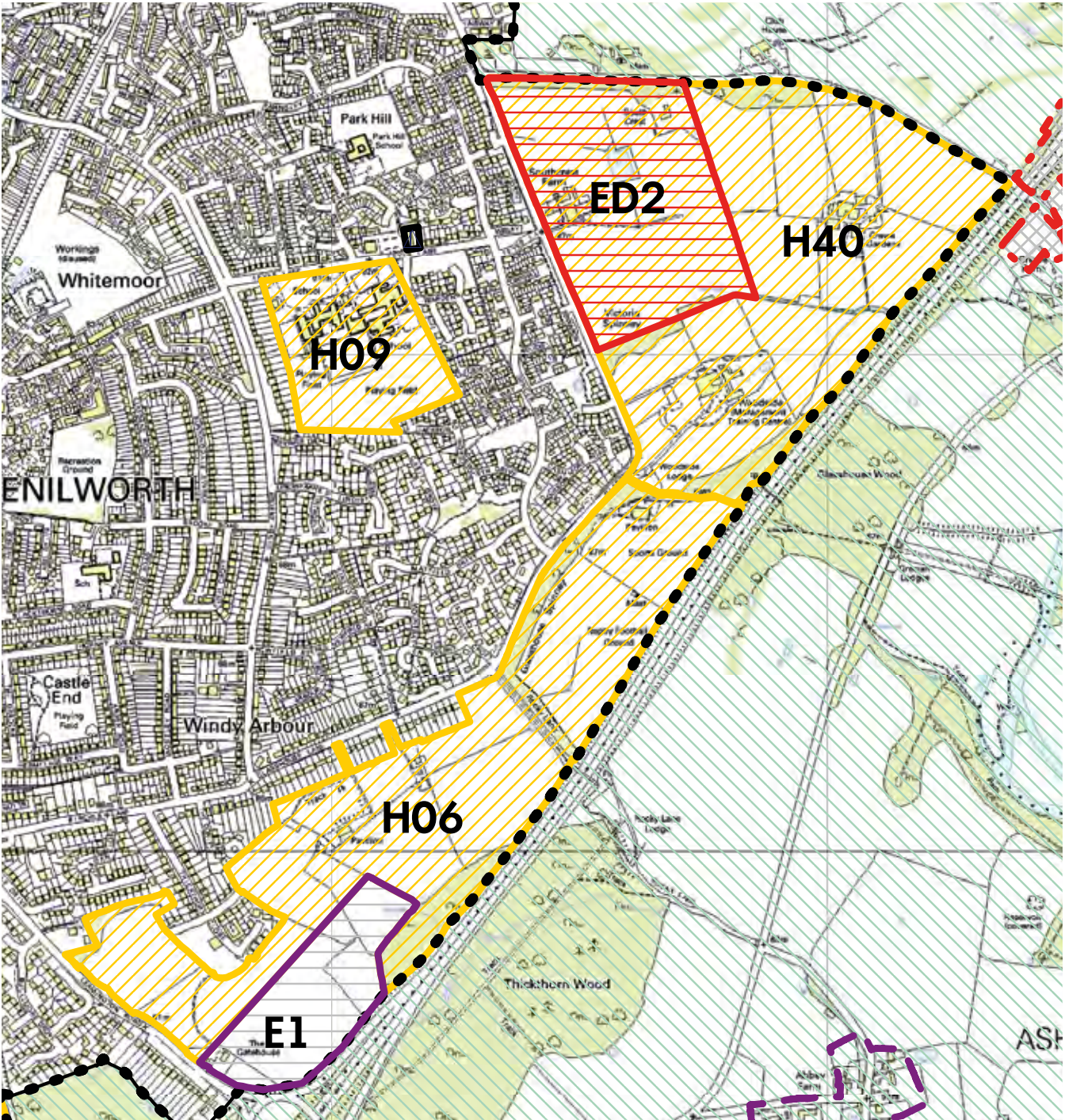
The site includes the existing Kenilworth Rugby Club and Kenilworth Wardens Sports Club sites. This land has been allocated for housing as both clubs have aspirations to relocate to new sites with extended facilities and new sites are allocated at site SP1 Castle Farm (to the west of the town) and site SP2 land east of Warwick Road (to the south) for outdoor sports provision and the Council is working with both parties to support them in their relocation to their chosen site. The new sites do however remain in the Green Belt.

This SPD directly relates to the following allocations in the Local Plan as shown in Figure 3:

- **H06** – East of Kenilworth (Thickthorn) – for an estimated 760 dwellings
- **H40** – East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre) – for an estimated 640 dwellings
- **E1** – Land at Thickthorn, Kenilworth – 8 hectares, employment land B1 (business) and B2 (general industrial) uses
- **ED2** – Land at Southcrest Farm – education allocation.

Whilst there are other sites with some links to, or in close proximity to the eastern Kenilworth sites such as H09, Kenilworth School Site', allocated for 250 dwellings, these sites do not form part of this Development Brief.

Figure 3: Eastern Kenilworth allocations – Extract from Warwick District Local Plan 2011-2029, policies map no.5 'Kenilworth'



Why is a Brief required for this development?

The quantum of development provides a unique opportunity for the delivery of a sustainable urban extension to the eastern side of Kenilworth and allows the town to expand in a planned and co-ordinated manner with the necessary infrastructure delivered. This document will guide development and assist in ensuring the comprehensive and high quality development of the site.

The development will provide more diverse housing options, including provision of affordable housing. Furthermore, it offers an opportunity to enhance the employment offer in the town and provide significant new employment opportunities and a site for a new and expanded Kenilworth School to enable the school to realise their aspiration to move into new modern facilities.

The allocated sites to the eastern edge of Kenilworth are large in terms of their site area and also in terms of the extent of development that will be delivered. The number of allocated dwellings equates to an increase in population of between 3000-4000 which combined with the other allocated housing sites in Kenilworth will result in around 5000-6000 new residents, amounting to an increase in Kenilworth's population by almost a quarter. It is therefore critical that the development is appropriately integrated into the existing town, is suitably designed and provides the infrastructure required to meet the demands of the new development.

The SPD establishes broad principles and high level design principles to demonstrate how policy requirements should be translated to deliver a viable high quality successful place whilst also providing flexible guidance to have the ability to respond to varying circumstances.

The site is owned by multiple landowners (see Figure 7) and therefore it is considered important to provide overarching guidance to ensure that the multiple applications which are anticipated are prepared in the context of an overall vision for the area. This Brief helps to identify and set out the infrastructure requirements to support the successful delivery of the development as well as identifying any phasing required.

Local Plan Policy DS15 'Comprehensive Development of Strategic Sites' relates to a number of allocated sites including H06 and H40 to the east of Kenilworth. The policy states that proposals for the allocated strategic sites will be approved where they represent a comprehensive development scheme for the whole site. It further states that there will be a requirement to demonstrate this by the submission of either a Development Brief or a Layout and Design Statement as appropriate to be approved by the Local Planning Authority. The Policy highlights that the criteria set out in Policy BE2 shall be addressed and it specifically states that infrastructure including schools, a community meeting place and retail facilities are provided.

Paragraph 2.61 of the Local Plan emphasises the importance of a comprehensive development and why it is necessary stating: *"Without a comprehensive development scheme, the delivery of infrastructure and services (such as schools, open space, roads, transport facilities, community facilities and local centres) cannot be guaranteed or properly integrated into the area. In addition, incremental proposals that do not take sufficient account of proposals for the whole site are less likely to deliver a high quality, integrated development that would create a strong sense of place and sustainable neighbourhoods"*.

Recognising the significance of creating communities within well-designed development and the importance of the delivery of homes and employment land with supporting infrastructure, Warwick District Council has sought to take a leading and proactive role by preparing the Development Brief.

How has the Brief been informed?

This document has been informed by:

- Local Plan Evidence Base including technical reports and representations received during the preparation and progression of the Local Plan, including written statements submitted during examination hearings;
- Individual and group meetings and discussions with the landowners/leaseholders or their representatives and promoters of the sites;
- Technical reports and plans provided by landowners or their representatives and promoters of the site following the adoption of the Local Plan;
- A technical report on highway and transport matters prepared by highways and transportation consultants Atkins;
- Technical design work prepared by urban design consultants, Land Use Consultants;
- Discussions and meetings with various departments of Warwick District Council;
- Discussions and meetings with local Ward Councillors;
- Discussions and meetings with various departments of Warwickshire County Council;
- Discussions, meetings and e-mail exchanges with infrastructure and service providers and other relevant bodies including: Severn Trent Water; Western Power Distribution; Cadent Gas; BT Open Reach; Stagecoach; Highways England; Historic England; and Kenilworth School and Sixth Form;
- Meetings with Kenilworth Town Council and the Neighbourhood Plan Working Group;
- Feedback from the Kenilworth Development Forum at meetings on 13/11/2018 and 21/02/2018 the latter including a workshop specifically seeking the input of the Forum on matters relating to the Brief;
- Feedback provided by Catesby in response to their public consultation in February 2018;
- Pre-application discussions with landowners/promoters.

Document Structure

The remainder of this SPD covers the following:

- **Chapter 2** – Site Location and Characteristics: summarising the location and key characteristics of the site and land ownership
- **Chapter 3** – Planning Policy Framework: a summary of key planning policy considerations relevant to the development of the site
- **Chapter 4** – The Site in Context: considering how strategic, settlement and neighbourhood level analysis may inform and influence the development
- **Chapter 5** – Site Analysis, Constraints and Opportunities: a summary of constraints and opportunities relating to the site
- **Chapter 6** – Vision and Objectives: setting out the overarching rationale
- **Chapter 7** – Development Principles: establishment of development principles to guide the form of development and deliver the vision and objectives
- **Chapter 8** – Shaping the Masterplan: further design principles and concept plans
- **Chapter 9** – Indicative Masterplan and Indicative Scale Parameters Plan: a spatial summary in response to considerations in sections 2-6
- **Chapter 10** – Delivery: guidance on expectations for planning submissions, planning obligations and phasing of development and infrastructure.

CHAPTER 2

The Site

Site Location and Characteristics

Covering an area of approximately 100 hectares the site is situated to the eastern edge of Kenilworth, Warwickshire. The site is approximately 4 miles north of Warwick, 4 miles north-west of Royal Leamington Spa and around 5 miles south-west of Coventry. Villages of Stoneleigh, Leek Wootton and Burton Green are located to the east, south and north-west respectively.

Having previously been designated as Green Belt prior to the adoption of the current Local Plan, the site is within the existing town boundary but comprises limited built development. Much of the site comprises greenfield land including grade 2 and 3 agricultural land and land used for the purpose of outdoor sports.

There are only a limited number of buildings across the entire site, with 9 clusters of buildings in total (See Figure 5). The buildings are either agricultural buildings, residential dwellings or sports club buildings. Woodside Hotel and Conference Centre is also located within the site. Whilst the majority of buildings on site are likely to be demolished to accommodate new development, the hotel and conference centre will be retained, albeit with a smaller curtilage.

Abutting the western edge of the site are residential roads including Glasshouse Lane and Birches Lane together with the cul-de-sacs of The Conifers, Thickthorn Close and Thickthorn Orchards to the south western end of the site. The nearby areas to the western side of these roads are largely characterised by established residential development.

To the north of the site is Crewe Lane with Kenilworth Golf Club (within the Green Belt) being located to the northern side of the road.

Beyond the southern boundary of the site is the A452 Leamington Road with residential properties forming the south-eastern edge of the town being situated on the southern side of the road. This road leads onto St.John's Gyratory and Warwick Road through the town centre.

Running parallel with the eastern boundary of the site is the A46, a 6-lane highway forming part of the strategic highway network. The A452 connects with the A46 at the Thickthorn Junction which abuts the south eastern corner of the site. To the eastern side of the A46 is land within the Stoneleigh Abbey estate.

Two public footpaths run east-west across the central part of the site. The site also includes part of a Scheduled Monument, a Local Wildlife Site (LWS) and trees subject to Tree Preservation Orders (TPO). Also present on the site are mature hedgerows delineating field boundaries, areas of mature tree belts most notably to the perimeter of the site and alongside the public footpaths and a limited number of scattered mature trees across the site.

Land generally slopes down from north to south and west to east across much of the site and two small watercourses flow west-east on the site.

Figure 6 highlights that the majority of the site is situated within the Park Hill Ward of Kenilworth, with the southern end of the site being within Kenilworth's St. Johns Ward. The eastern boundary of the site also abuts the parish boundaries of Ashow and Stoneleigh, whilst Leek Wootton and Guys Cliffe parish abuts the southern tip of the site.

Figure 4: Aerial photograph of the site



Figure 5 – Existing on-site buildings

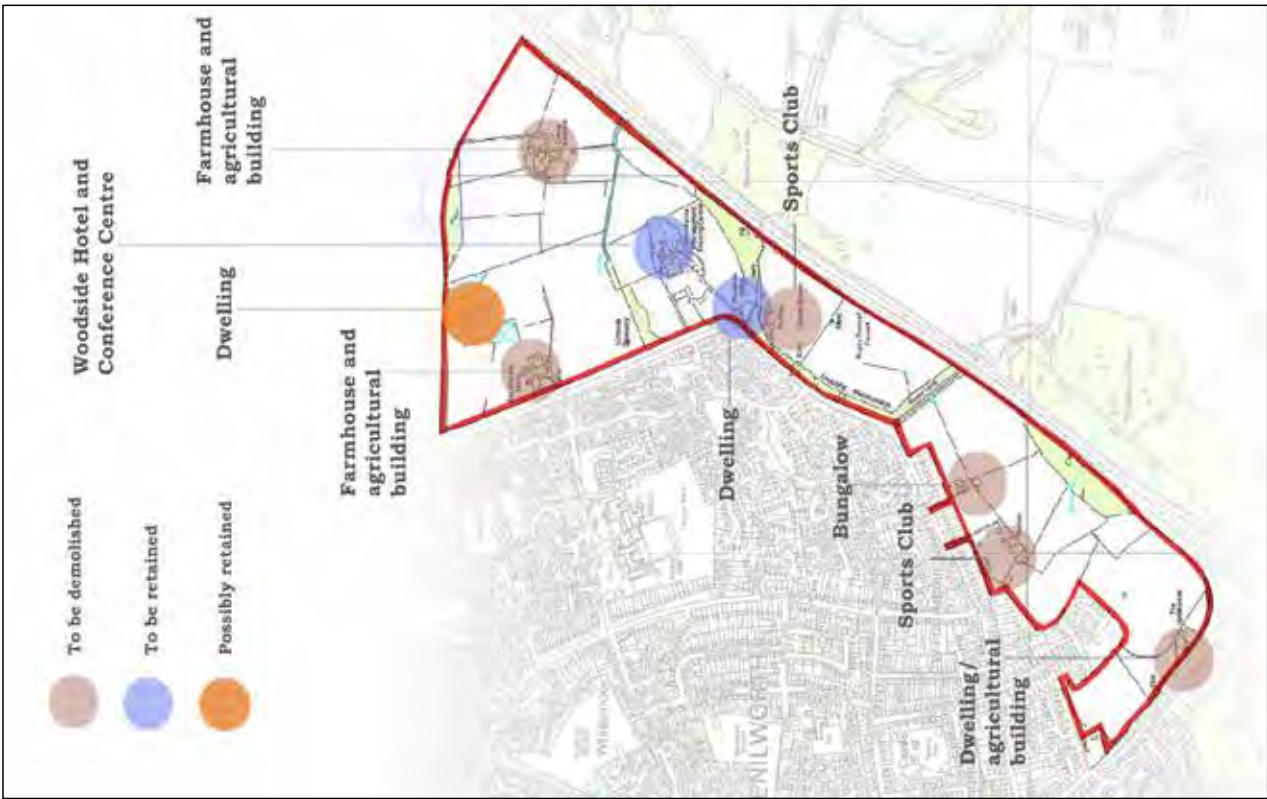
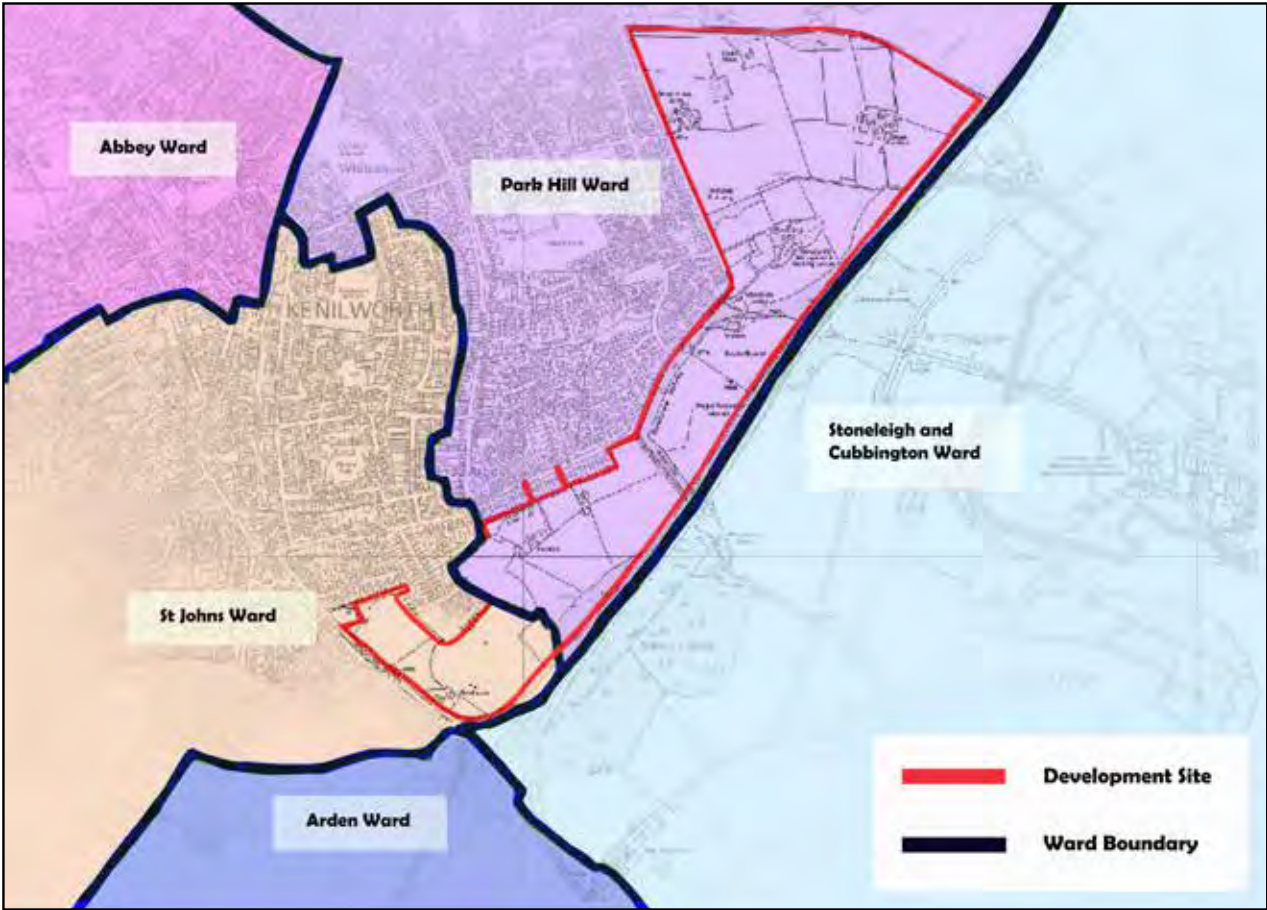


Figure 6: Local ward boundary map



Land Ownership

At the time of writing all of the land covered by this Brief is in private ownership and includes multiple landowners. The majority of land is owned by individuals/families with freehold interests, often associated with agricultural land holdings. There are two long-term leasehold interests relating to Kenilworth Wardens and Kenilworth Rugby Club who are looking to relocate to allocated sites for outdoor sport to the west (land at Castle Farm, SP1) and the south (land at Warwick Road, SP2) of Kenilworth respectively. Figure 7 shows the various parcels of land highlighting multiple land interests. Promotion Agreements are also in place on some of the sites.

Figure 7: Land ownership plan



Planning History

The site is predominantly greenfield land with longstanding agricultural and sports pitch uses. The site has a limited planning history and there have been no applications for major development and few applications in recent years that are of particular relevance to the preparation of this Development Brief.

Perhaps the most relevant application is application reference W/17/2360 which was granted planning permission in February 2018 for the 'Erection of 33/11kV primary substation and ancillary development (renewal of planning permission W/14/1696) on land to the north eastern corner of the Development Brief site. The primary substation has not been constructed but the land remains in the ownership of Western Power Distribution and has an extant planning consent.

CHAPTER 3

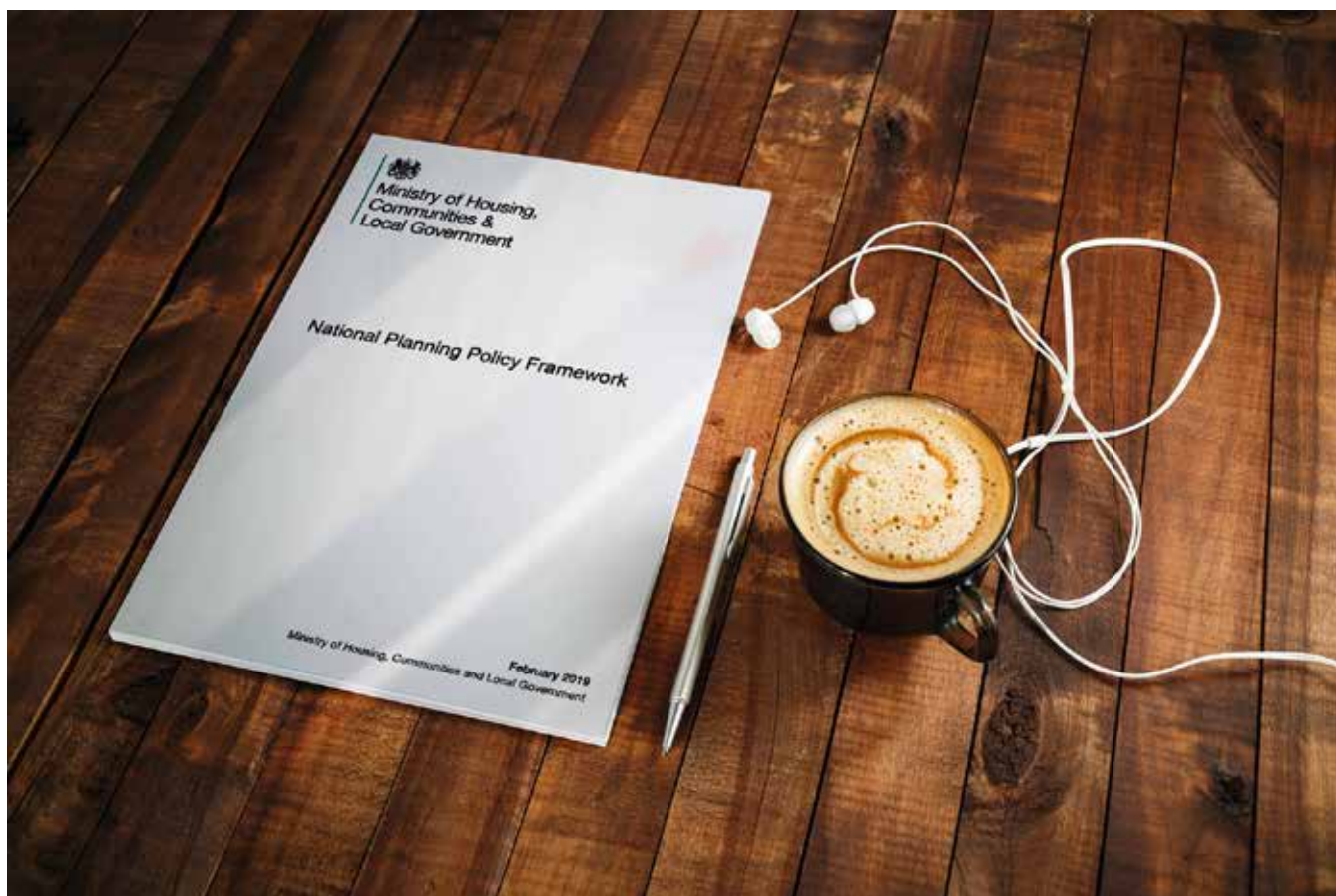
Planning Policy Framework

National Planning Policy Framework (NPPF) – February 2019

In July 2018 the Government published a revised NPPF, building on the 2012 framework and this was revised in February 2019. It sets out the Government's planning policies and how they are expected to be applied. It establishes planning principles which should underpin both plan-making and decision-taking and the guidance sets out a presumption in favour of sustainable development.

To support the NPPF the updated online National Planning Practice Guidance (NPPG) also offers further national guidance on the interpretation and implementation of the NPPF.

The guidance contained in the NPPF and NPPG will be a material consideration for all development proposals relating to the site.



Warwick District Local Plan 2011-2029 – September 2017

There are a number of Local Plan policies of specific or generic relevance to the subject area. However, the policies referred to in this section are the most strategically relevant in the preparation of this Development Brief:

Policy DS9 'Employment Sites to be Allocated' allocates 8 hectares of land for B1 (Business) and B2 (General Industrial) on site E1 (Land at Thickthorn, Kenilworth) to be provided as part of the strategic urban extensions at Thickthorn, Kenilworth. The explanatory text highlights that a supply of good quality employment land in Kenilworth is limited and that this site provides the opportunity for mixed B1 and B2 employment development to meet local and wider needs of the District. Other non-B class uses will not be considered acceptable. Eight hectares has been allocated as this represents an allocation of sufficient size to meet a variety of demands.



Policy DS10 'Broad Location of Allocated Housing Sites' identifies a significant number of dwellings, 1,593, allocated on greenfield sites on the edge of Kenilworth. The policy explores the spatial strategy in meeting housing needs of the district and highlights the site selection process which favours sites firstly within the urban area, then on the edge of urban areas and the city. In highlighting the rationale the Policy states: *"In selecting sites on the edge of urban areas, non-Green Belt sites are favoured over Green Belt sites where possible. However, where there are no suitable non-Green Belt alternatives, sites are removed from the Green Belt to enable development to take place. This applies to land to meet the needs of Coventry, Kenilworth and some of the villages".*

Local Plan **Policy DS11 'Allocated Housing Sites'** allocates sites H06 (East of Kenilworth (Thickthorn)) and H40 (East of Kenilworth (Crewe Lane, Southcrest Farm and Woodside Training Centre)) for housing and associated infrastructure and uses. H06 is allocated for an estimated 760 dwellings and H40 for 640 dwellings. Across the two sites the following infrastructure requirements and complementary uses are identified: Local Centre; primary school(s); new secondary school; community facilities. The location of all of the Kenilworth allocations is shown in Figure 2.

Paragraph 2.47 of the Local Plan acknowledges that Kenilworth has seen limited new development in the last 20 years and that new housing that has been provided has largely been at the expense of employment land. It identifies the opportunity that the site can play in the sustainable growth of the town: *"This development, therefore, provides the opportunity to deliver new housing and employment in a sustainable location along with the necessary supporting facilities including primary schools, local centre and open space."* The Policy also highlights that to ensure the delivery of housing and associated uses in Kenilworth, the Council will consider the use of its Compulsory Purchase Powers.

Land at Southcrest Farm (site ED2) is allocated through **Policy DS12 'Allocation of Land for Education'** for educational uses and other compatible uses. This includes the provision of a secondary school, 6th form centre and, if deemed the most appropriate location, a primary school. The policy highlights that the whole area of the allocated site is unlikely to be required for educational purposes and therefore

any land within this site that is surplus to the educational requirement is allocated for housing.

The existing Kenilworth Secondary School on Leyes Lane (site H09) and 6th Form site on Rouncil Lane (site H12) are allocated for housing in **Policy DS11**. The school is seeking to relocate its facilities onto a single site and new housing in the Kenilworth priority area means that the school will require additional capacity if it is to continue to provide for the educational needs of the town and surrounding area. In addition, the new housing requires the provision of new primary schools (or one larger primary school).

Policy DS15 'Comprehensive Development of Strategic Sites' relates to a number of strategic housing sites including H06 and H40 to the east of Kenilworth. The policy states that proposals for the allocated strategic sites will be approved where they represent a comprehensive development scheme for the whole site. It further states that there will be a requirement to demonstrate this by the submission of either a Development Brief or a Layout and Design Statement as appropriate to be approved by the Local Planning Authority. The Policy highlights the criteria set out in Policy BE2 and it specifically states that the following infrastructure and services shall be provided for these sites:

- Land for a secondary school and primary school (see Policy DS12)
- A community meeting place
- Retail facilities: a convenience store of no more than 500 square metres gross floorspace. A number of other smaller stores may also be provided.

The sub-text to the policy states that the Development Brief (or equivalent) should clearly demonstrate how the mix of uses and infrastructure requirements will be planned for and delivered, to ensure the development is sustainable and meets the policies set out elsewhere in the Local Plan. The text also highlights the importance of a comprehensive development scheme and strongly encourages landowners to work together closely to produce the most appropriate overall scheme for the site, stating: *"This might be achieved for example through the setting up of consortia or other formal means of co-ordinated joint working (including the local planning authority as a full partner)"*.

Policy BE1 'Layout and Design' sets out high level generic design guidance for new development in the District. **Policy BE2 'Developing Strategic Housing Sites'** relates to sites of over 200 dwellings and highlights that these sites will be expected to comply with a Development Brief. The policy highlights that Development Briefs, to be adopted as supplementary planning guidance, will set out requirements for:

- a) Infrastructure (ensuring alignment with the Infrastructure Delivery Plan);
- b) Layout proposals, including where appropriate linkages and alignment with adjoining sites;
- c) Densities (which should not be lower than 30 dwellings per hectare on average);
- d) Design principles, taking account of the Garden Towns, Villages and Suburbs Prospectus and Buildings for Life 12;
- e) Design for healthy lifestyles including provision for cycling, walking, playing pitches, parks and open spaces and other green infrastructure;
- f) Landscaping;
- g) Site access and circulation;
- h) Managing and mitigating traffic generation (see policy TR2);
- i) The requirements set out in Policy BE1; and

- j) Community facilities, in accordance with policies HS1, HS6 and the Infrastructure Delivery Plan, including how they will be viably managed and maintained in the long term.

The policy further states that where a Development Brief is absent for a strategic site, planning applications should comply with Policy BE1 and should be accompanied by a Layout and Design Statement providing detailed information to address the information in relation to the matters listed above.

Supplementary Planning Documents

In addition to policy contained within the Local Plan, proposed developments will also be required accord with other local adopted supplementary planning guidance that may be relevant. Other current relevant Supplementary Planning Documents (SPD) and guidance include:



- Public Open Space SPD (April 2019)
- Air Quality & Planning SPD (January 2019)
- Residential Design Guide SPD (June 2018)
- Parking Standards SPD (June 2018)
- Sustainable Buildings SPD (December 2008)

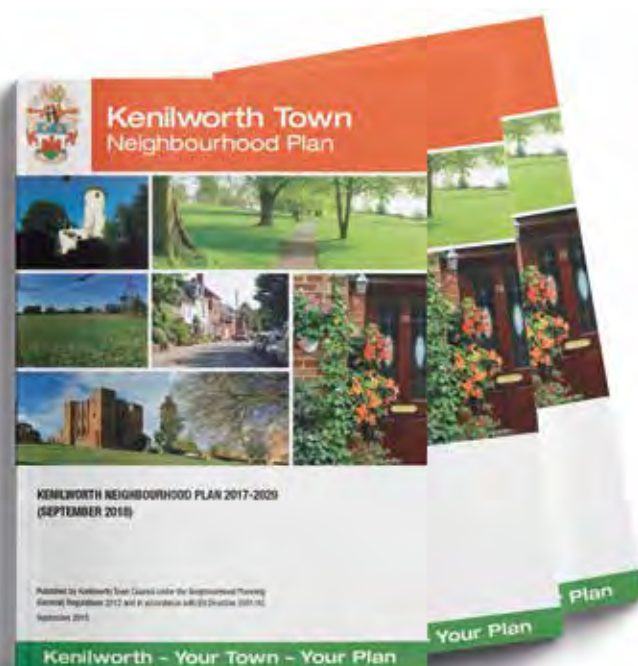
- Affordable Housing SPD (January 2008).
- Purpose Built Student Accommodation SPD (January 2019) (Consultation Draft)
- Custom & Self-Build SPD (January 2019) (Consultation Draft)

It is envisaged that some SPDs will be reviewed and updated in light of the adoption of the Local Plan in September 2017 and additional SPDs may emerge and be adopted during the lifetime of this document. Any amended/ new guidance will be given appropriate weight in the determination of planning applications dependent on its status.

Kenilworth Neighbourhood Plan 2017-2029 (Sept 2018)

Kenilworth Town Council has led on the preparation of a Neighbourhood Plan covering the entire parish. The Neighbourhood Plan sets out detailed policies with regards to development in the town.

The Neighbourhood Plan was 'made' on 16th November 2018 following public consultation, an independent examination and subsequent referendum and now forms part of the



Development Plan and as such will be afforded significant weight in the determination of planning applications.

Whilst there are a number of general policies in the Kenilworth Neighbourhood Plan that are of relevance to any development in the town, Policy KP4 'Land East of Kenilworth' specifically concerns the Development Brief site. Paragraphs 5.20-5.27 also specifically relate to the east of Kenilworth sites.

Kenilworth Neighbourhood Plan Policy KP4 states:

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 (in the Neighbourhood Plan), 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 development 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 the 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.*

The Kenilworth Neighbourhood Plan forms part of the Development Plan and therefore this Development Brief takes into consideration the policies of the Neighbourhood Plan.

As both the Kenilworth Neighbourhood Plan and this Development Brief have been prepared at a similar time, Warwick District Council and Kenilworth Town Council have worked closely to ensure alignment on key matters to provide clear and consistent guidance relating to the site.

CHAPTER 4

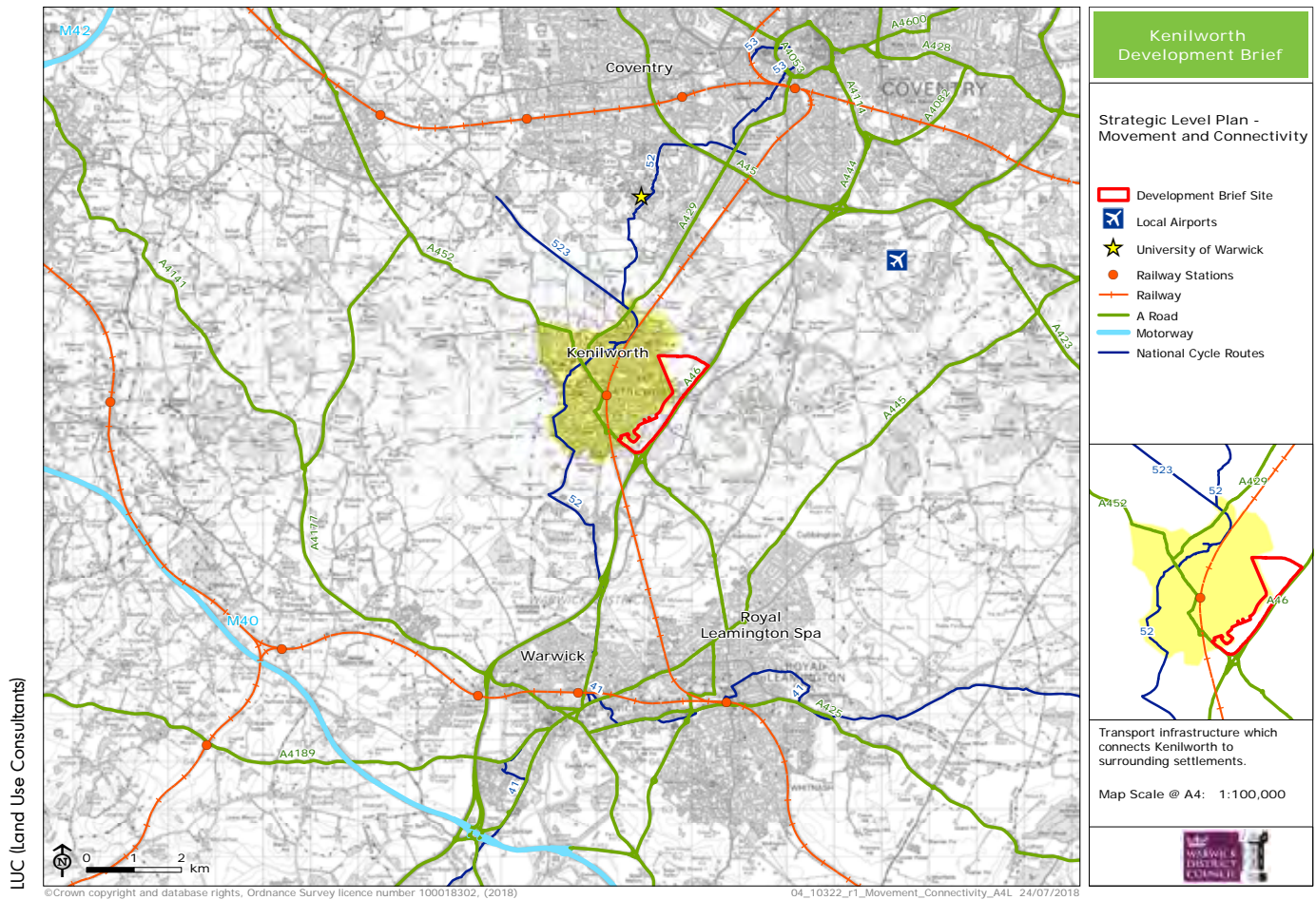
The Site in Context

In order to fully examine constraints and opportunities of the site, consideration must first be given to the existing strategic context looking at both a strategic level and settlement level and how this may influence and inform development on the site.

Strategic Level Analysis

Movement and Connectivity

Figure 8: Strategic Level Movement and Connectivity



A strategic road network links Kenilworth to surrounding settlements including the city of Coventry to the north and towns Royal Leamington Spa and Warwick to the south. The A46 runs north-south immediately to the east of the site and the Thickthorn and Stoneleigh junctions provide accesses serving Kenilworth. The A46 connects to the M40 motorway via Warwick and the M69 via the A45 in Coventry.

The A452 connects Kenilworth to the M42 motorway and Solihull and the A429 provides an alternative route connecting Kenilworth and Coventry.

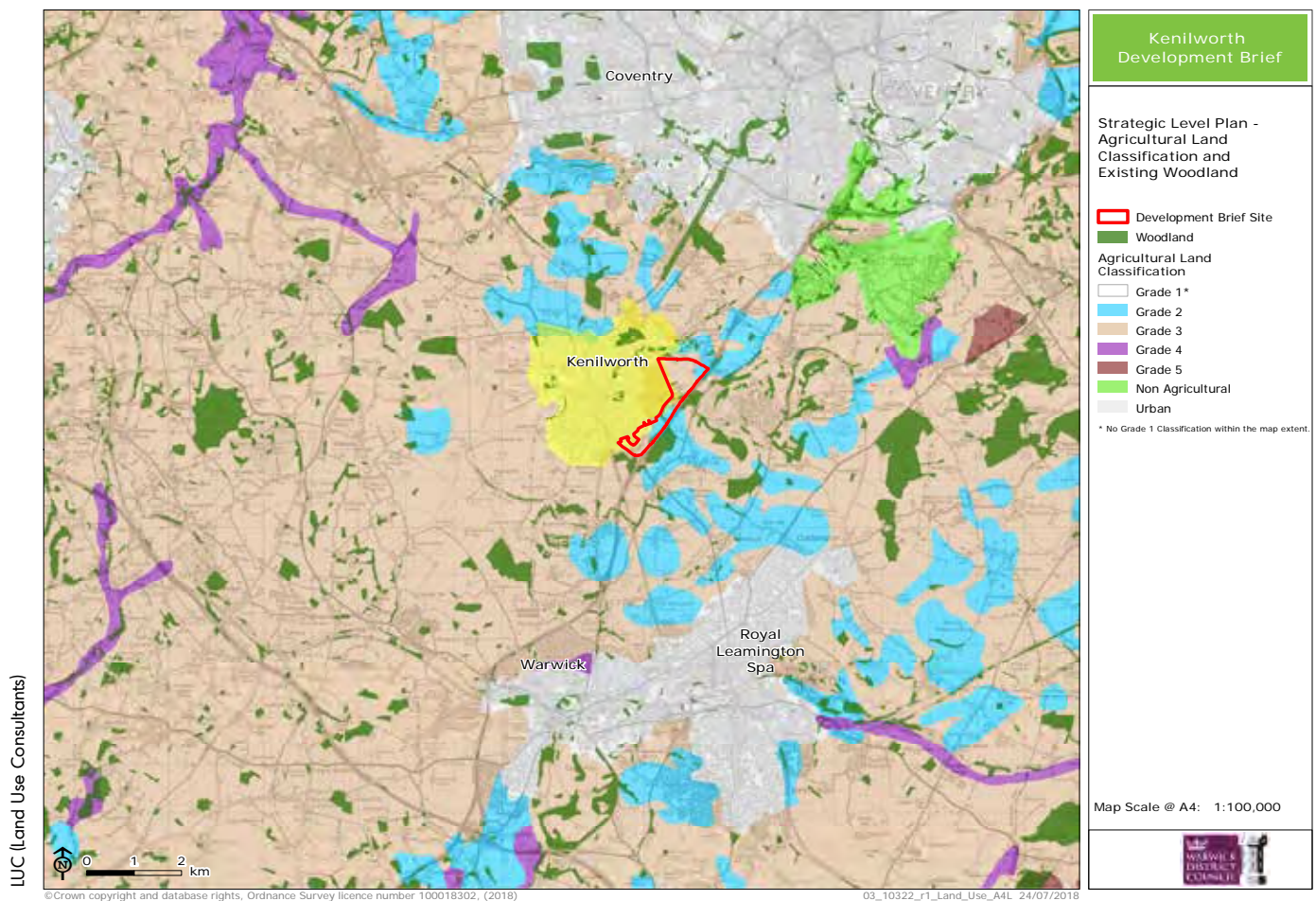
Two A roads run through Kenilworth including A452 which travels centrally through the town and connects Kenilworth with Balsall Common to the north west and Royal Leamington Spa to the south east. The A429 connects northern Kenilworth to Coventry.

Newly opened Kenilworth Railway Station provides an hourly service between Coventry and Royal Leamington Spa and the station is located in a central location in the town. The station connects Kenilworth by rail to the wider railway network.

National Cycle Route 52 which connects Coventry, Warwick University and Warwick runs north - south through Kenilworth.

Agricultural Land Classification and Existing Woodland

Figure 9: Agricultural Land Classification and Existing Woodland



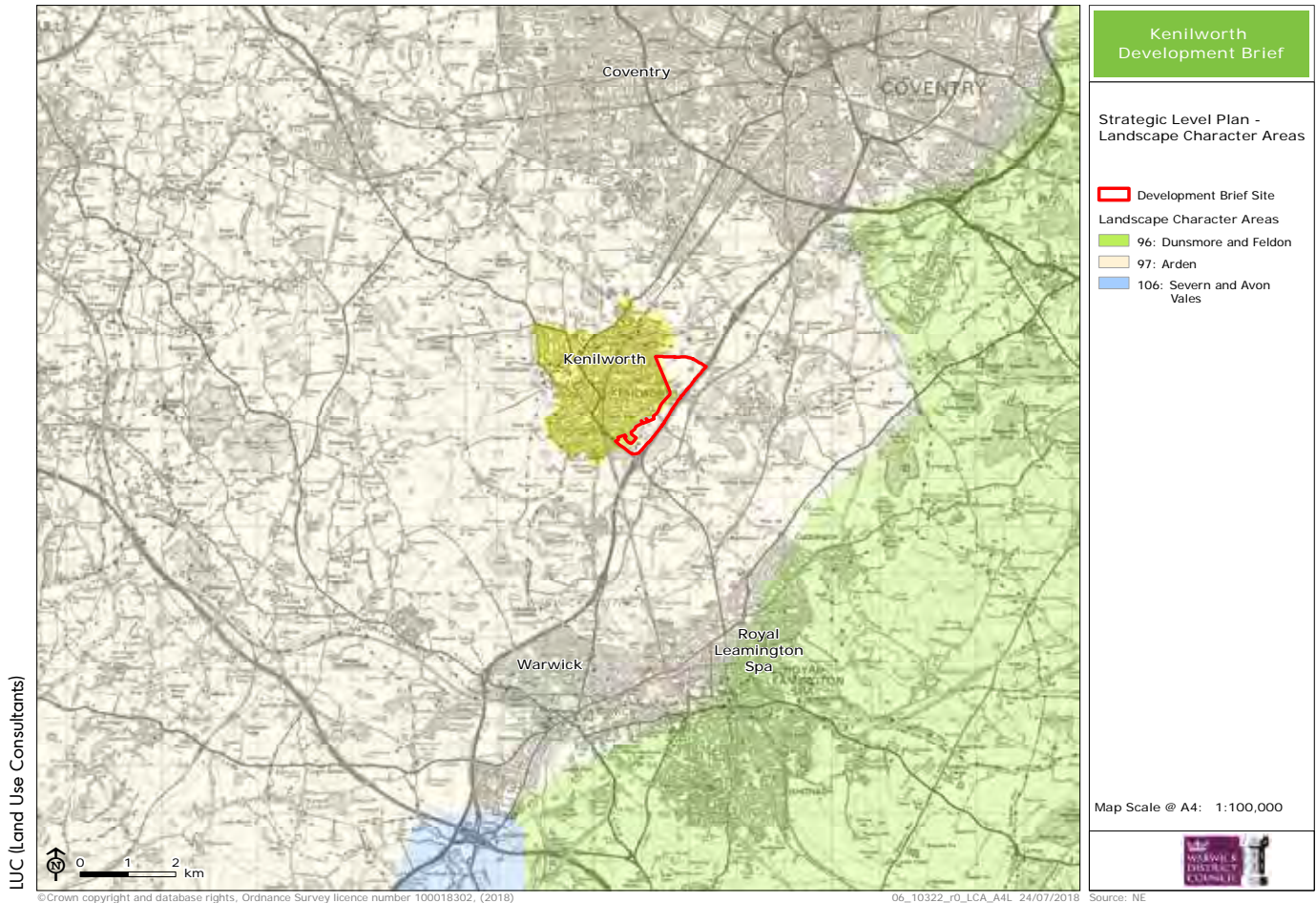
Agricultural land is classified into five categories according to its suitability to grow crops, where 1 is the most versatile and 5 is the worst. The majority of land around the edge of Kenilworth is grade 2 and 3.

There are a number of woodland areas dispersed in the locality including ancient woodland immediately adjacent to the site and extending slightly into the site.

The Development Brief site is located on agricultural land that is classified as grade 2 and 3 indicating that it is 'very good' and 'good to moderate' quality agricultural land. It should be noted that the loss of agricultural land within the site has been deemed acceptable through the Local Plan process and whilst some grade 2 quality agricultural land will be lost a significant amount of grade 2 land will remain around Kenilworth.

Landscape Character

Figure 10: Landscape Character Areas



Kenilworth and the Development Brief site lie entirely within the Arden Regional Landscape Character Area. This is characterised by dispersed settlement pattern, ancient woodland and mature hedgerow oak trees. Arden is characterised by a wide range of historical and ecological features which create a landscape of intimacy and a strong sense of place.

Relevant development guidelines associated with the Arden Landscape Character Area include:

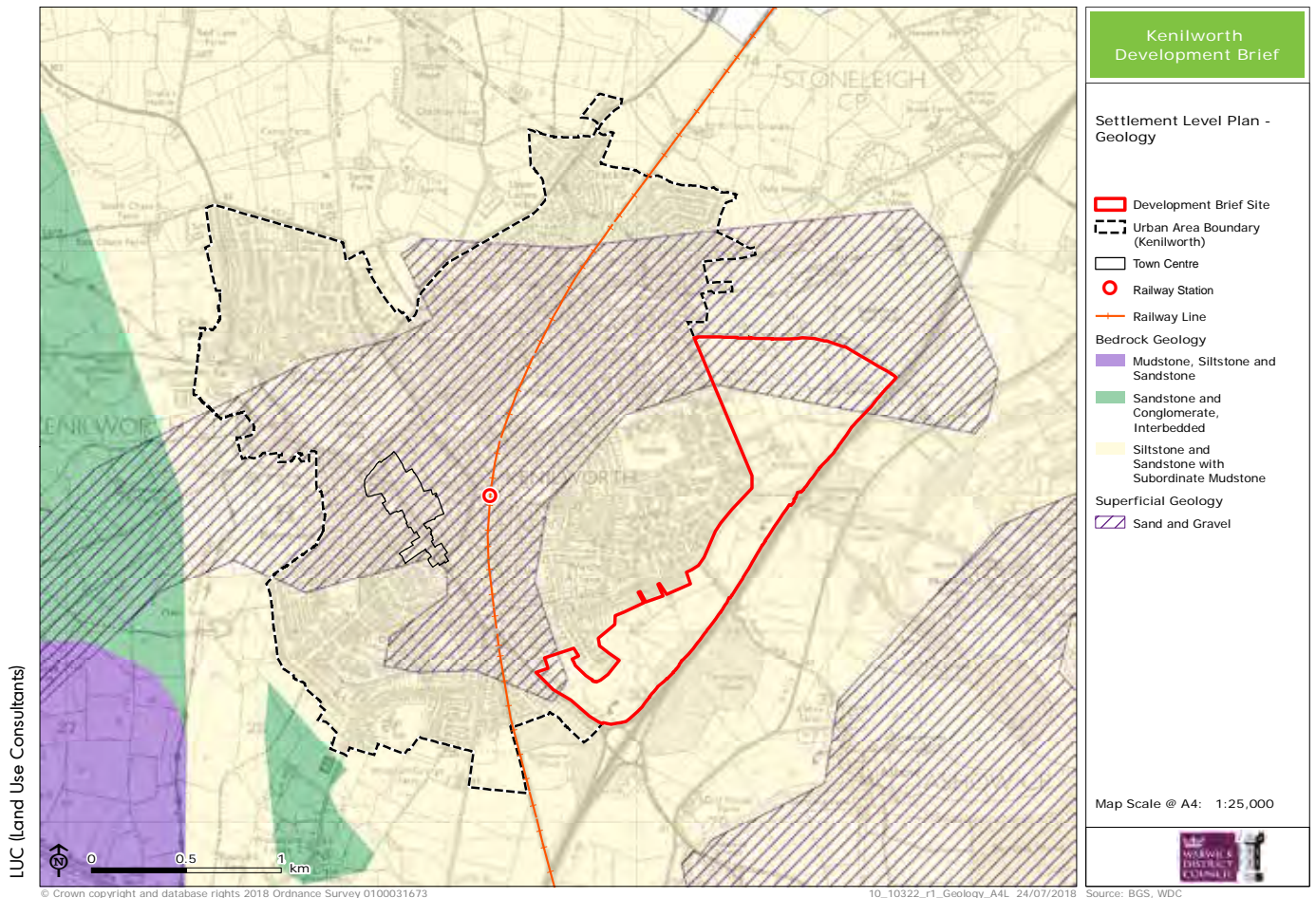
- Conserve all sites of archaeological and historical importance;
- Conserve the character of rural settlements by retaining existing features;
- Soften hard built edges through increased tree planting within and around new development;
- Protect and conserve the irregular pattern and characteristic features of roads and lanes;
- Conserve ancient woodland sites
- Conserve the built character of Arden by ensuring that new development reflects the vernacular style.

Development within the site will be expected to respect the characteristics of the Arden Landscape Character where feasible and appropriate.

Settlement Level Analysis

Geology

Figure 11: Geology

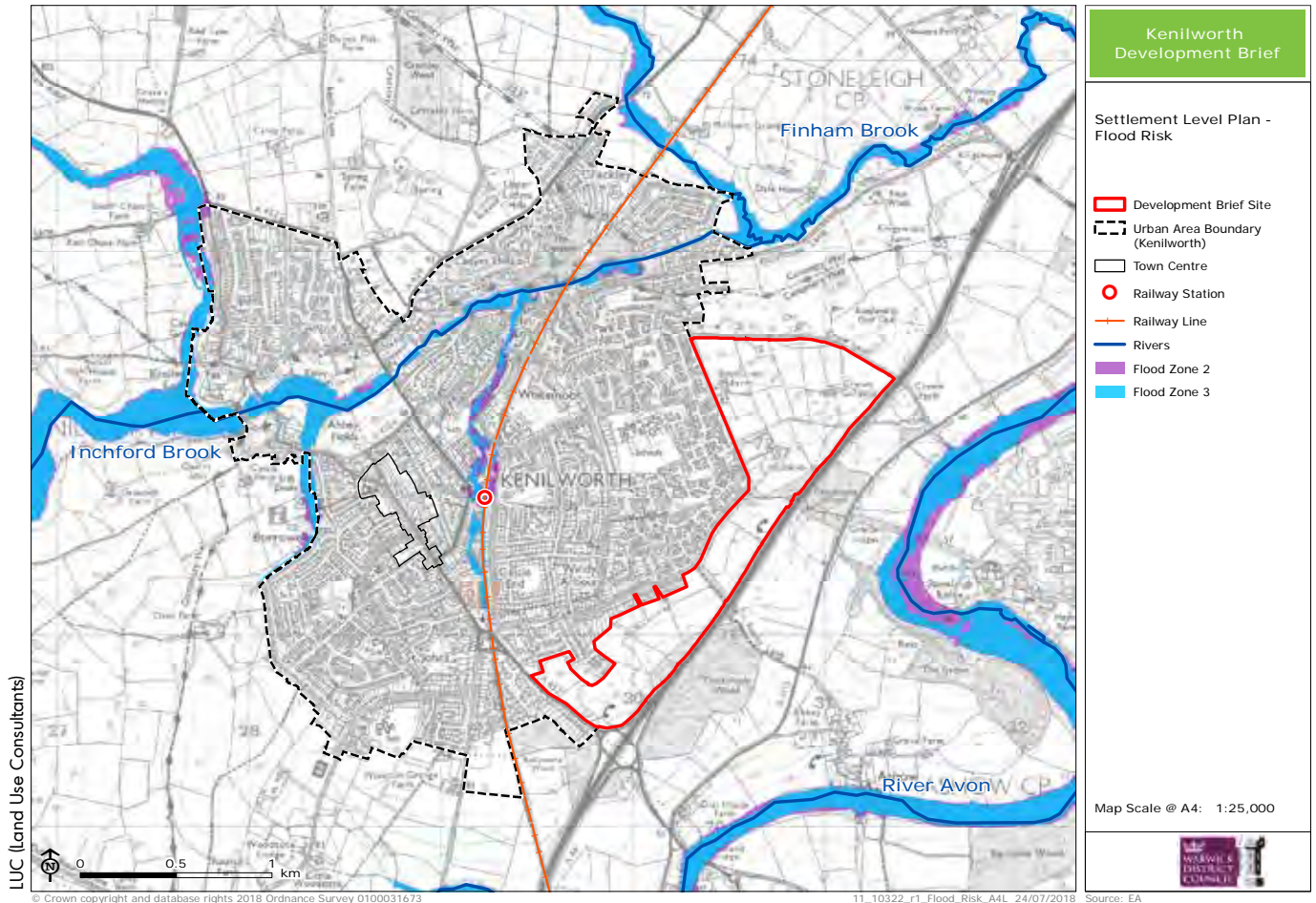


Kenilworth lies upon a bedrock of siltstone and sandstone with subordinate mudstone. A band of sand and gravel superficial geology predominantly covers the north and west of the town.

The underlying geology across the whole of Kenilworth, including that of the Development Brief site is siltstone, sandstone and mudstone. This has provided suitable ground conditions for constructing buildings and whilst local anomalies may exist it is assumed that the underlying geology is suitable for construction on the Development Brief site.

Flood Risk

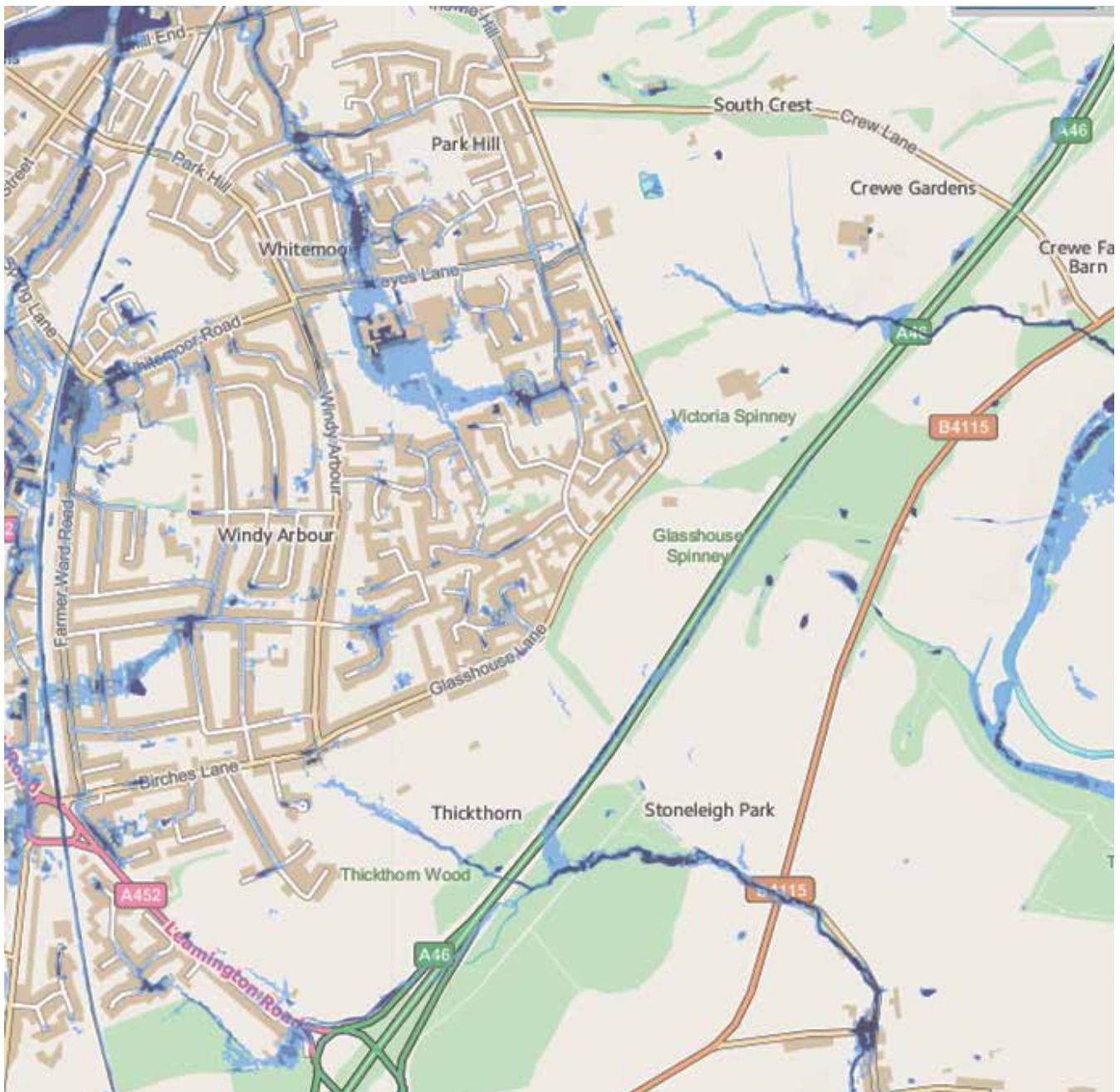
Figure 12: Flood Risk from Fluvial Flooding



The River Avon flows to the east of Kenilworth and continues through Stratford to the south. A meander of the River Avon along with its flood plains to the east of Kenilworth is identified as being in Flood Zone 3 as is Finham Brook to the north.

The Development Brief site lies between Finham Brook and the River Avon. The site is however in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river flooding) and therefore is considered to be at low risk of fluvial flooding.

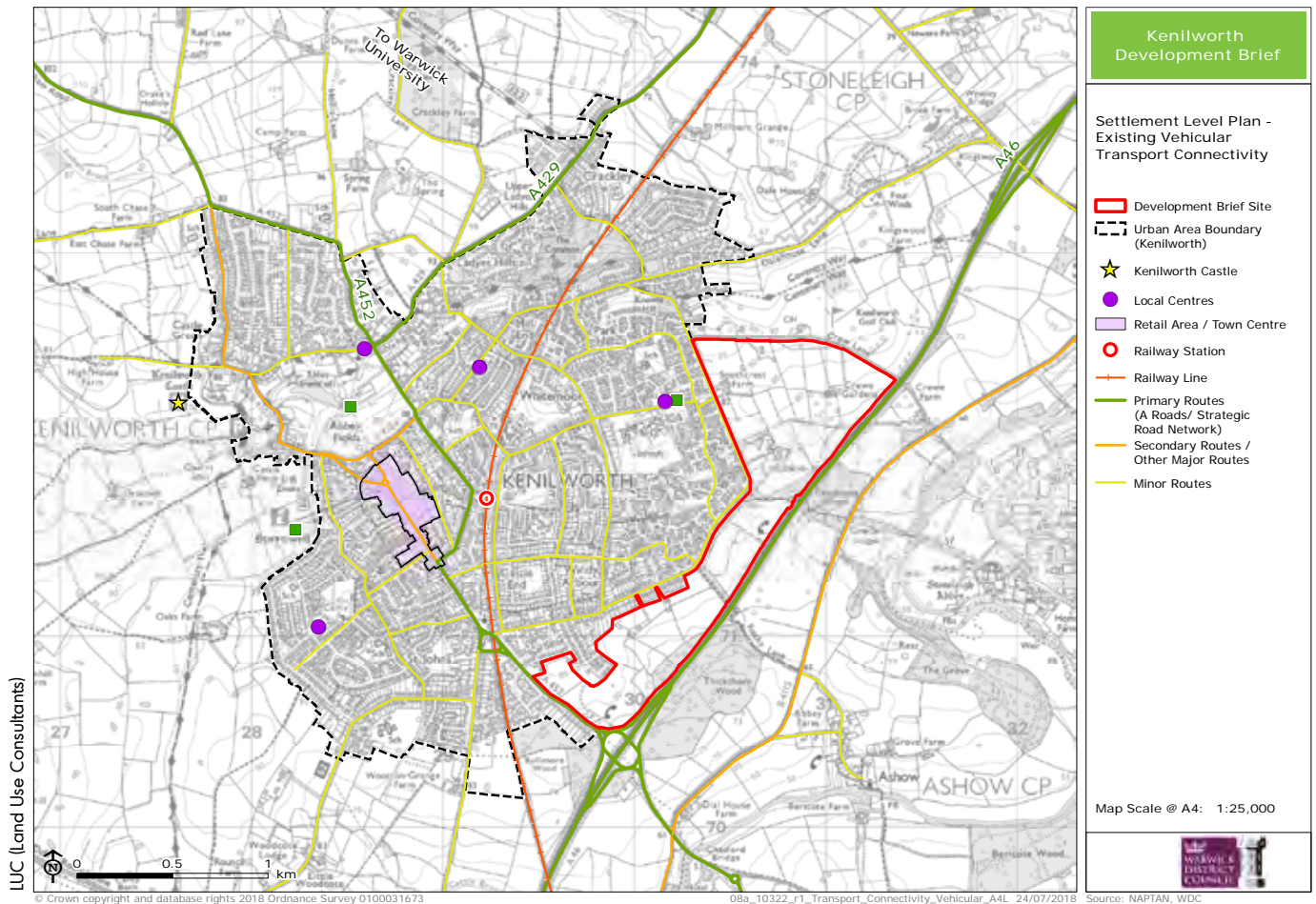
Figure 13: Flood Risk from Pluvial Flooding



Other sources of flood risk include pluvial (surface water) and groundwater flooding. Figure 13 identifies two areas of potential surface water flood risk in areas where there are minor watercourses, one in the Crewe Gardens site towards the north east of the Development Brief site and one to the northern end of the allocated employment site. The detailed design of development on the site and specifically in these areas will need to address this known flood risk.

Transport Connectivity

Figure 14: Existing Transport Connectivity (settlement level)

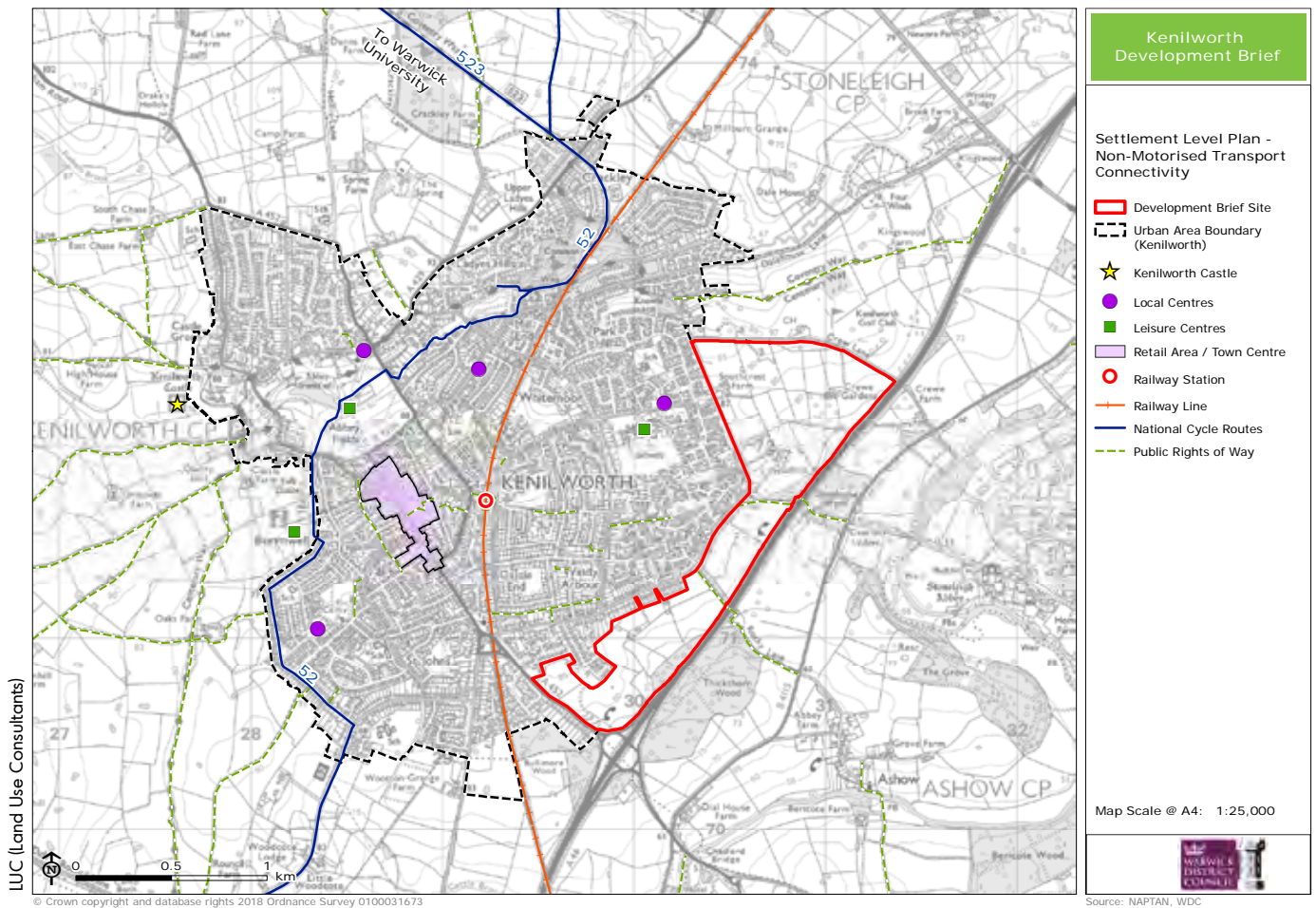


Kenilworth is served by a Railway Station connecting the town to neighbouring Coventry and Royal Leamington Spa and the wider railway network from those locations. The railway station benefits from an hourly service between Coventry and Royal Leamington Spa and trains currently operate 7 days a week.

A network of roads serve the town with the A452 Primary Road being the main road running through the town. The A46 Kenilworth by-pass provides some relief to ease traffic congestion in the town. The only other A road entering the town is the A429 linking Kenilworth with Coventry to the north.

Kenilworth has a higher than average rate of car ownership and only 4% use public transport to travel to work, compared with the national average of 15%. As a result of high car ownership in Kenilworth extra pressure is placed on the existing transport infrastructure. This pressure will increase as a result of additional housing and employment land in Kenilworth. It will therefore be necessary to encourage other means of transport such as cycling and walking to limit the strain put on the existing infrastructure.

Figure 15: Non-Motorised Transport Connectivity



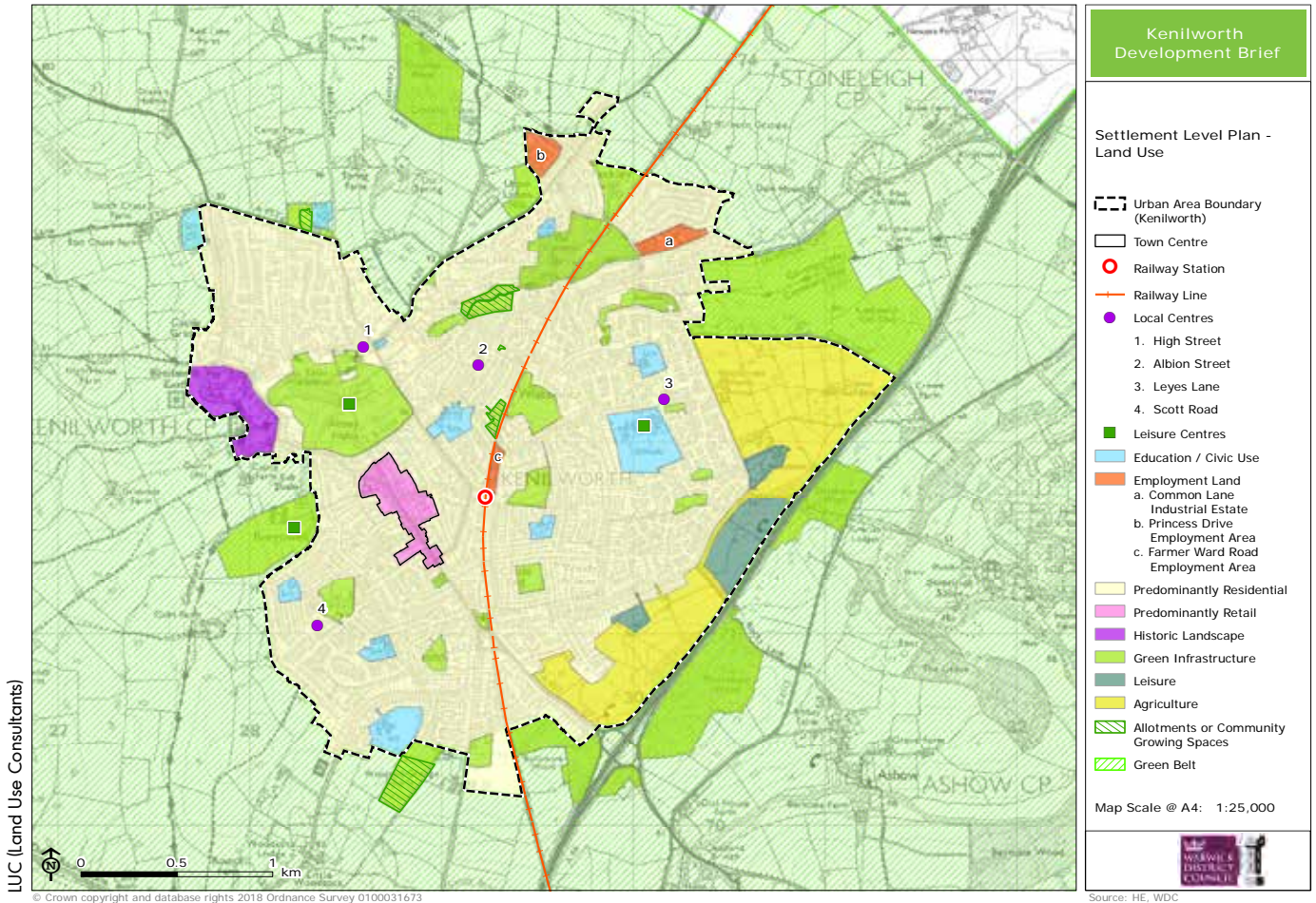
The street pattern in Kenilworth lends itself to good north-south connectivity. However, the street pattern on more recent development to the east of the town, a lack of good wayfinding and the railway line all act as barriers to east/west movement for pedestrians, cyclists and vehicles. The railway line runs through the middle of Kenilworth and severs east Kenilworth from west Kenilworth and the town centre.

It will therefore be necessary to re-establish severed east/west links where possible and improve east-west connectivity in the town.

Kenilworth benefits from National Cycle Route 52 running through the town. However, new or improved cycle links between Kenilworth and Royal Leamington Spa to the south and Warwick University to the north would improve connectivity and promote cycling between these destinations.

Land Use

Figure 16: Land Use



As a town with a population of around 25,000 residents, the most prevalent land use is residential.

The economy of Kenilworth comprises predominantly of retail and catering industries. Owing to Kenilworth's historic attractions, tourism is an extremely important aspect of Kenilworth's local economy providing employment and sustaining local shops and restaurants.

There are two significant employment areas within the town at the industrial estates of Princes Drive and Farmer Ward Road. Employment land is also located at Common Lane but the Local Plan accepts the loss of this poorer quality employment site and supports redevelopment for housing. Kenilworth Town Centre is the primary retail area in the town and this is concentrated on Warwick Road. There are several local shopping facilities located in other parts of the town with Lyes Lane local centre being the closest to the Development Brief Site.

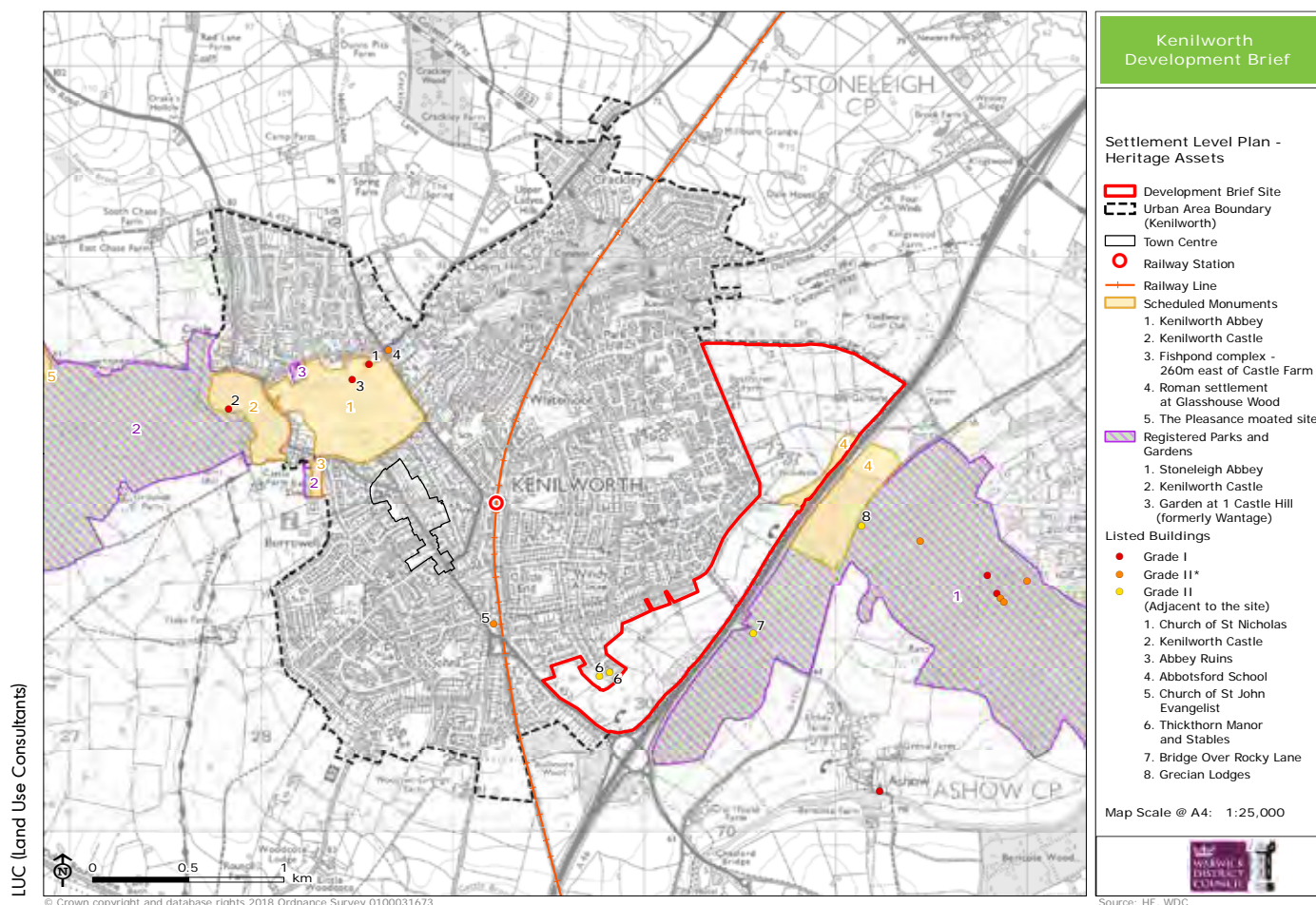
Significant woodland areas are located around the outskirts of the town and a large golf course is situated north of Crewe Lane in the north east of Kenilworth. Smaller sports facilities and playing areas are dotted throughout the urban area whilst larger facilities can be found to the edge of the town. Abbey Fields public park is located to the immediate north of the Town Centre and is a protected Scheduled Monument.

There are four allotment sites within the town (Odibourne Allotments, Spring Lane Allotments, Beehive Hill Allotments and Gypsy Lane Allotments).

Agriculture and outdoor sports uses currently occupy the site. The Local Plan allocations accept the loss of the agricultural land and sites have been identified elsewhere in the town for the relocation of outdoor sports facilities. New development on the site will need to take into consideration surrounding land uses and physically and visually connect with the existing town in order to integrate the development with the existing town.

Heritage

Figure 17: Heritage Assets



There are currently 141 Grade Listed historic assets within Kenilworth. A high concentration of these can be found in the north west of the town, in close proximity to Abbey Fields.

Grade I listed buildings including Kenilworth Castle, Abbey Ruins and the Church of St. Nicholas (High Street). Grade II* listed buildings include Abbotsford School (New Street) and the Church of St. John Evangelist (Warwick Road).

There are 5 Scheduled Monuments within the Kenilworth area including Kenilworth Abbey and Kenilworth Castle. The most relevant to the site is the Scheduled Monument 'Roman Settlement at Glasshouse Wood' as this is located partly in the H40 allocation with a larger area of the Scheduled Monument being to the eastern side of the A46.

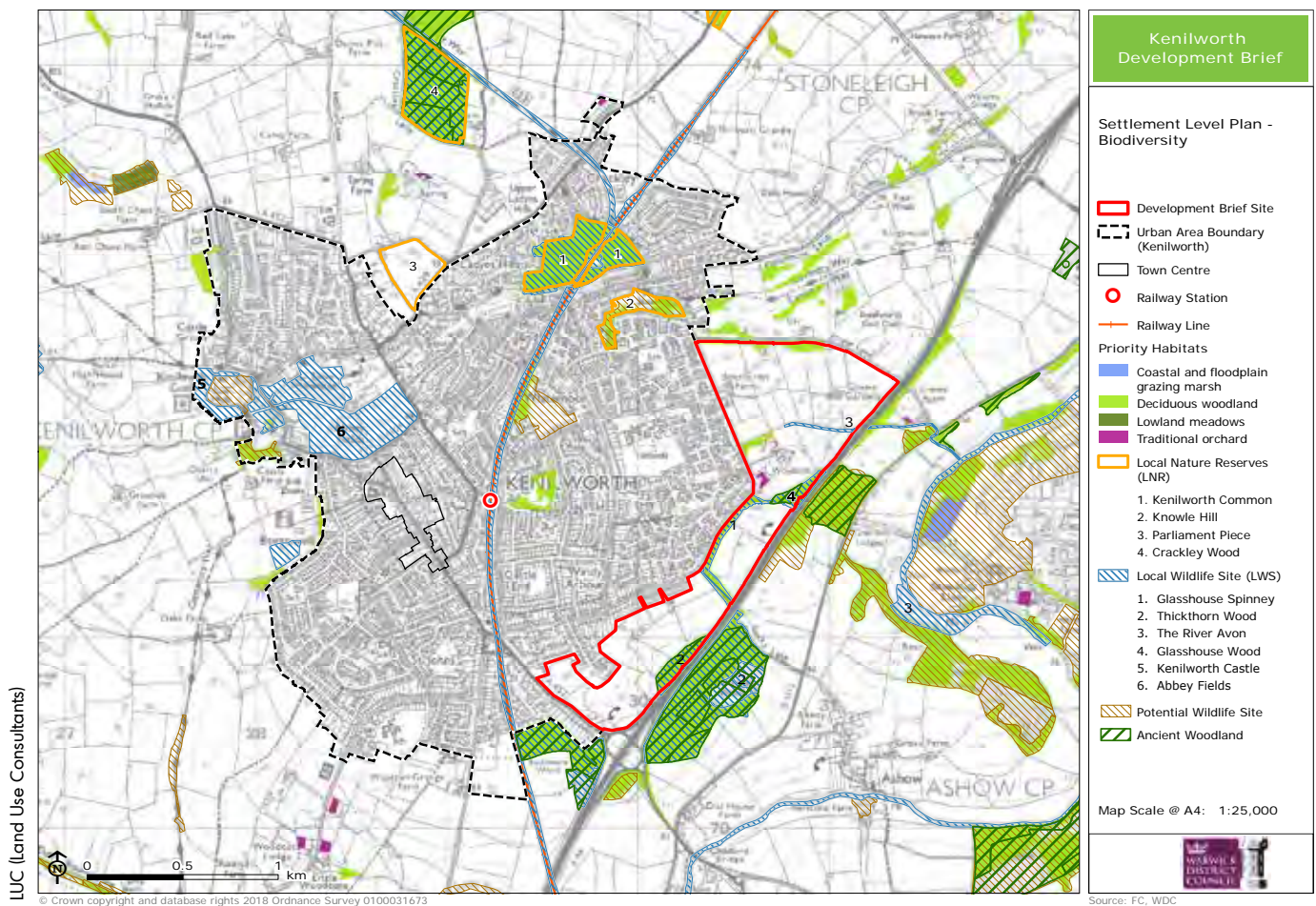
Immediately to the east of the A46 and therefore in close proximity to the site is the Stoneleigh Abbey Grade II* Registered Park and Garden.

There are 4 Grade II listed buildings located adjacent to the site – Thickthorn Manor, Stables at Thickthorn Manor, Bridge over Rocky Lane and Grecian Lodges.

Development within the site will need to take into consideration the setting and significance of these heritage assets and minimise any potential harm. Careful consideration must be given to the use of land within the Scheduled Monument and the relationship of new development to it. Furthermore, the historic use of land means that detailed archaeology assessments will be required and excavations undertaken where appropriate and necessary.

Biodiversity

Figure 18: Biodiversity



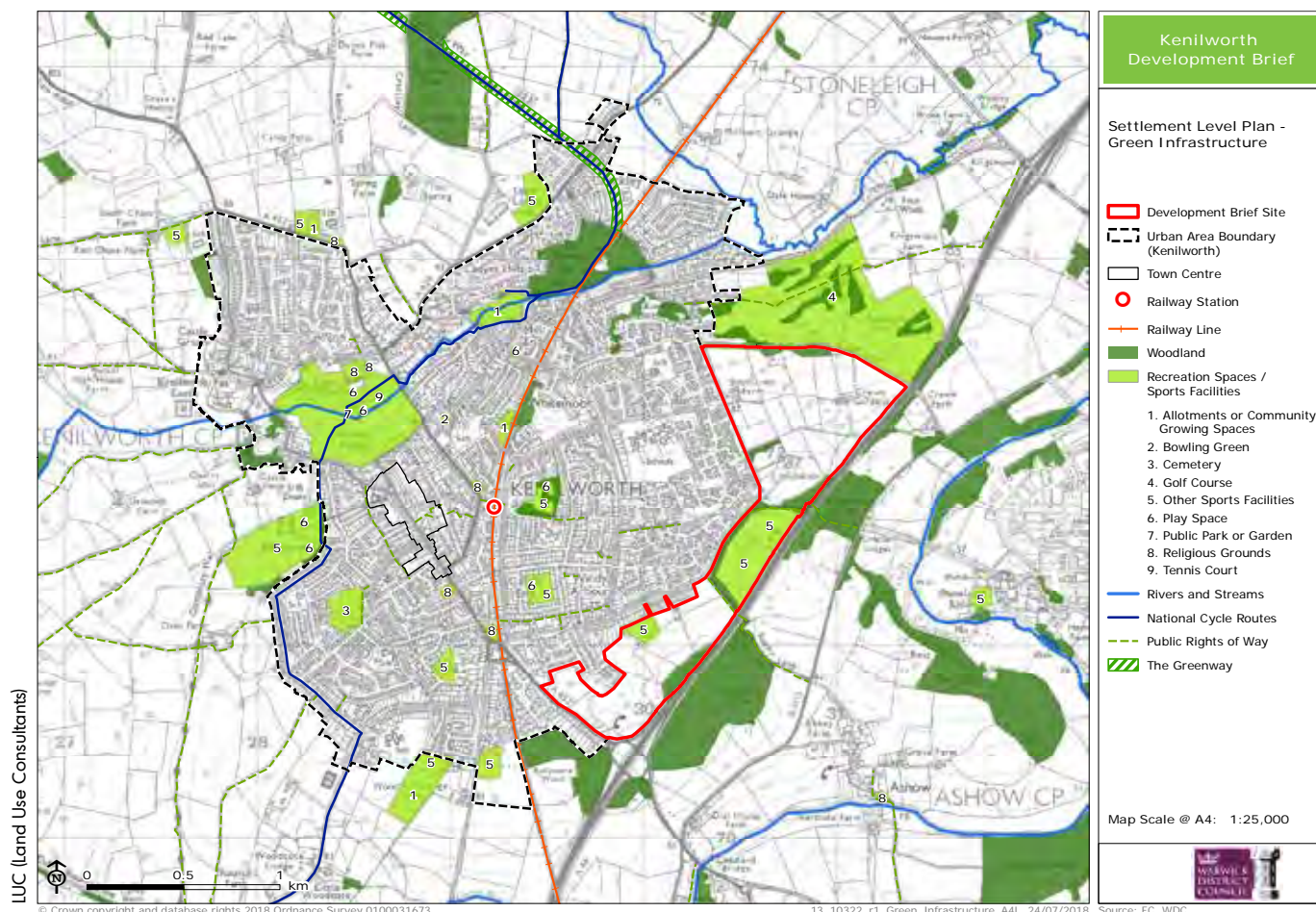
Deciduous woodland is the most common habitat within and around Kenilworth. Crackley Wood, Kenilworth Common and Knowle Hill are areas of deciduous woodland that have been recognised for their biodiversity and are designated Local Nature Reserves. The deciduous oak and birch woodland of Kenilworth Common is habitat for rare species of slow-worm and the common Lizard as well as Kingfisher and brown trout in the Finham Brook. Lowland meadows and floodplain grazing marshland is found to the north west of the town.

Ancient woodland, deciduous woodland, a traditional orchard (within the Woodside Conference Centre and Hotel site), an arboretum (Crewe Lane) and Local Wildlife Sites are present within the Development Brief site. It will therefore be important that future development retains and affords protection to the Ancient Woodland and Local Wildlife Sites whilst also providing opportunities to

connect new landscape features including additional native planting with these existing features. These will act as wildlife corridors, increase biodiversity as well as creating an environment that enhances health and well-being. Other existing deciduous woodland should be retained wherever possible.

Green and Blue Infrastructure

Figure 19: Green Infrastructure



Kenilworth is surrounded by Green Belt, established in the 1950s to maintain the openness of rural areas between Coventry and Kenilworth as well as preventing coalescence with neighbouring settlements. Ancient woodland is prevalent in the area with large areas of woodland concentrated in particular to the east of Kenilworth including Glasshouse Wood and Thickthorn Wood.

Kenilworth is home to a variety of open spaces which are a valuable resource for recreation and biodiversity. To the west of the railway line, the main open spaces are Abbey Fields, Castle Park, Beehive Hill and Kenilworth Common. Key open spaces east of the railway include the eastern extent of the Common, the Kenilworth Golf Club, Knowle Hill nature reserve and Ebourne Recreational Ground.

Abbey Fields is recognised for its historic significance and is protected as a Scheduled Monument. Crackley Wood, Knowle Hill and Kenilworth Common are all protected and managed as Local Wildlife Sites.

The Greenway is a linear park route along the disused Kenilworth to Birmingham line which was closed in the 1960s. Part of the Greenway forms the National Cycle Network 52 and links Kenilworth to the University of Warwick.

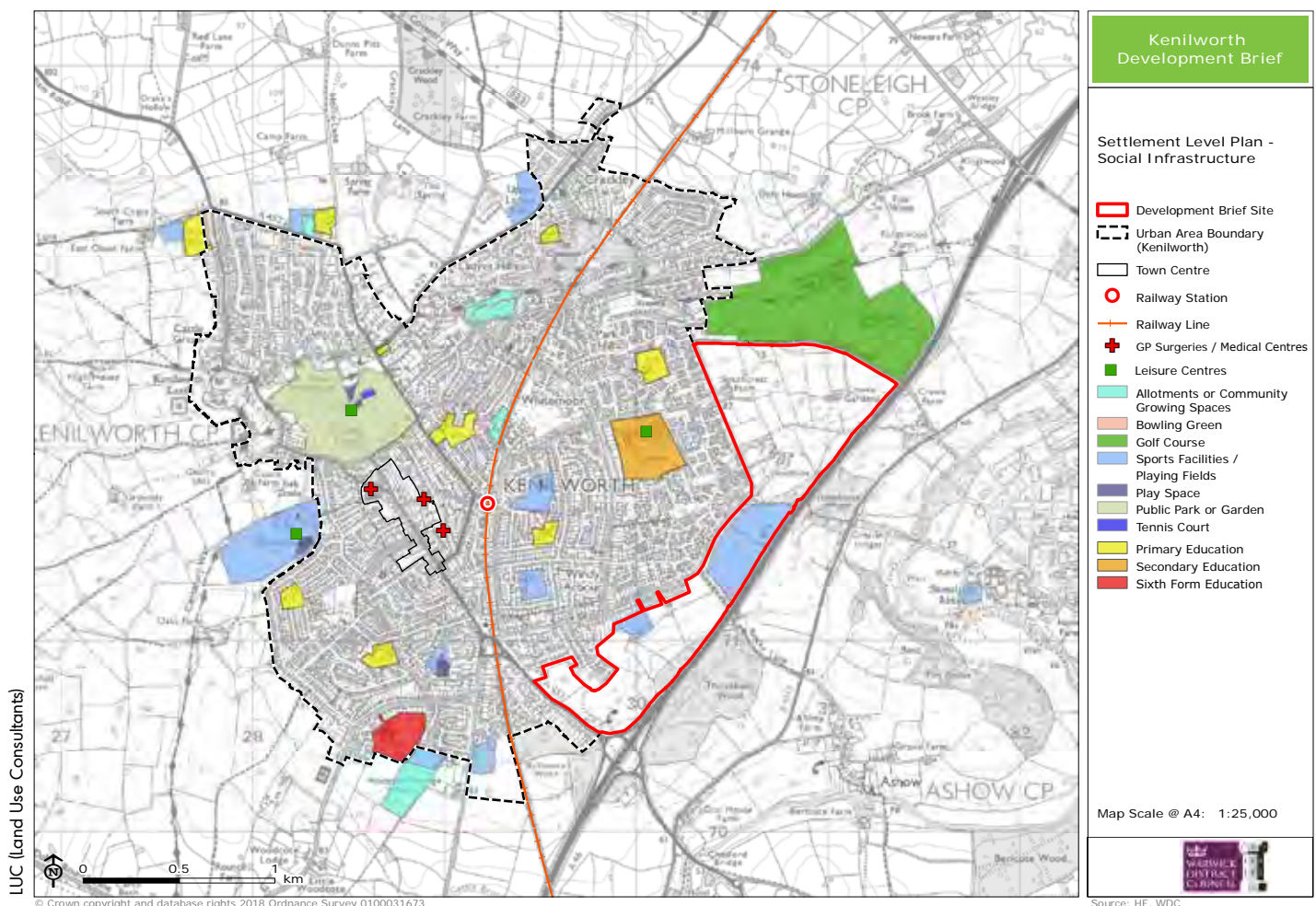
Finham Brook, a lower tributary of the River Sowe flows through the northern end of the town whilst the River Avon is located east of the town.

As a result of the presence of ancient woodland within and adjacent to the site, it will be necessary for development to minimise any impact on designated areas of woodland. The site is also adjacent to Green Belt (albeit separated by the A46 and Crewe Lane) and therefore the layout and design of development should allow for a gradual transition between the town and country in order to integrate the development into the wider landscape as well as minimise any visual impact of the development.

Whilst the existing sports facilities on the site are proposed to be relocated to the south and west of the town, there is an opportunity for future development to retain some open space in these locations. It will also be important that future development and residential areas are connected to existing green infrastructure and green open space in order to promote walking and cycling as well as outdoor recreation.

Social Infrastructure

Figure 20: Social Infrastructure



Kenilworth has a range of facilities to support the local community, including schools, leisure centres and outdoor spaces, dispersed across the town.

There are multiple primary schools in Kenilworth and one secondary school split across two sites (Kenilworth School at Leyes Lane and Kenilworth School Sixth Form at Rouncil Lane). Existing health facilities, including two GP practices and a South Warwickshire NHS Foundation Trust Clinic, are all situated within the town centre.

The sport and leisure facilities include two swimming pools located at Abbey Fields and sports centres at Castle Farm and Kenilworth School. There are also a number of clubs with their own playing facilities including a rugby club, a football club, two cricket clubs, a tennis, squash and croquet club, a golf club, bowling club and several indoor gyms.

The Development Brief site currently includes land uses associated with sports and recreation which are to be relocated. It is important that the site provides social infrastructure to meet the needs of the new development including play space, accessible green space and allotments. Furthermore, the development will need to ensure that it is suitably connected to existing social infrastructure in particular including town centre retailing and primary health care facilities.

Neighbourhood Level Analysis

A study undertaken by Land Use Consultants (LUC) to support the preparation of this Development Brief includes an analysis of street typologies within the existing town identifying key characteristics and examining urban design principles including: streets and spaces; urban blocks; buildings; views; ambience and pedestrian experience. The analysis forms the foundation of the design principles for different street typologies explored later in this Development Brief. The detailed document from LUC is available on the Council's website.

Summary of Kenilworth Neighbourhood Analysis:

- Streets often contain a variety of architectural styles reflecting Kenilworth's rich historical past and the different stages of building development
- Red brick and render are the dominant building materials and these provide overall consistency and create a strong sense of identity
- Buildings typically front onto the street maintaining a strong relationship with the street as well as providing natural surveillance. Building set back often varies which creates interest
- Within central areas of Kenilworth the buildings often form a continuous built edge with large building blocks. Building plots vary in size reflecting different styles and ages of buildings. This creates places with character and interest
- Many streets have on-street parking although in more suburban areas on-plot parking is a dominant features of the street scene
- In more peripheral areas of the town detached and semi-detached properties tend to dominate the housing. In these areas housing density decreases dramatically
- Street trees often help create character and sense of place, helping to unify streets that contain buildings with different architectural styles
- Boundary treatments vary although sandstone walls and red brick walls are a dominant boundary treatment in more central areas whereas hedges and timber fences dominate in more peripheral parts of the town.

As well as informing the street typologies set out later in this document, development within the site should be designed in a way that pays regard to these prevailing characteristics in order to successfully integrate the development into the existing town.

CHAPTER 5

Site Analysis, Constraints and Opportunities

Section 4 has provided a strategic, settlement and neighbourhood level context for the site and has identified a number of factors that must be considered when masterplanning the site and further factors to be considered in the detailed designing of development. Building on that analysis this section will identify site level constraints and opportunities and specifically consider topography, views and landscape features and existing access and connectivity. Development proposals should seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site. They should seek to overcome the site constraints and minimise the impact that these constraints have on future development.

In particular, development proposals should seek to:

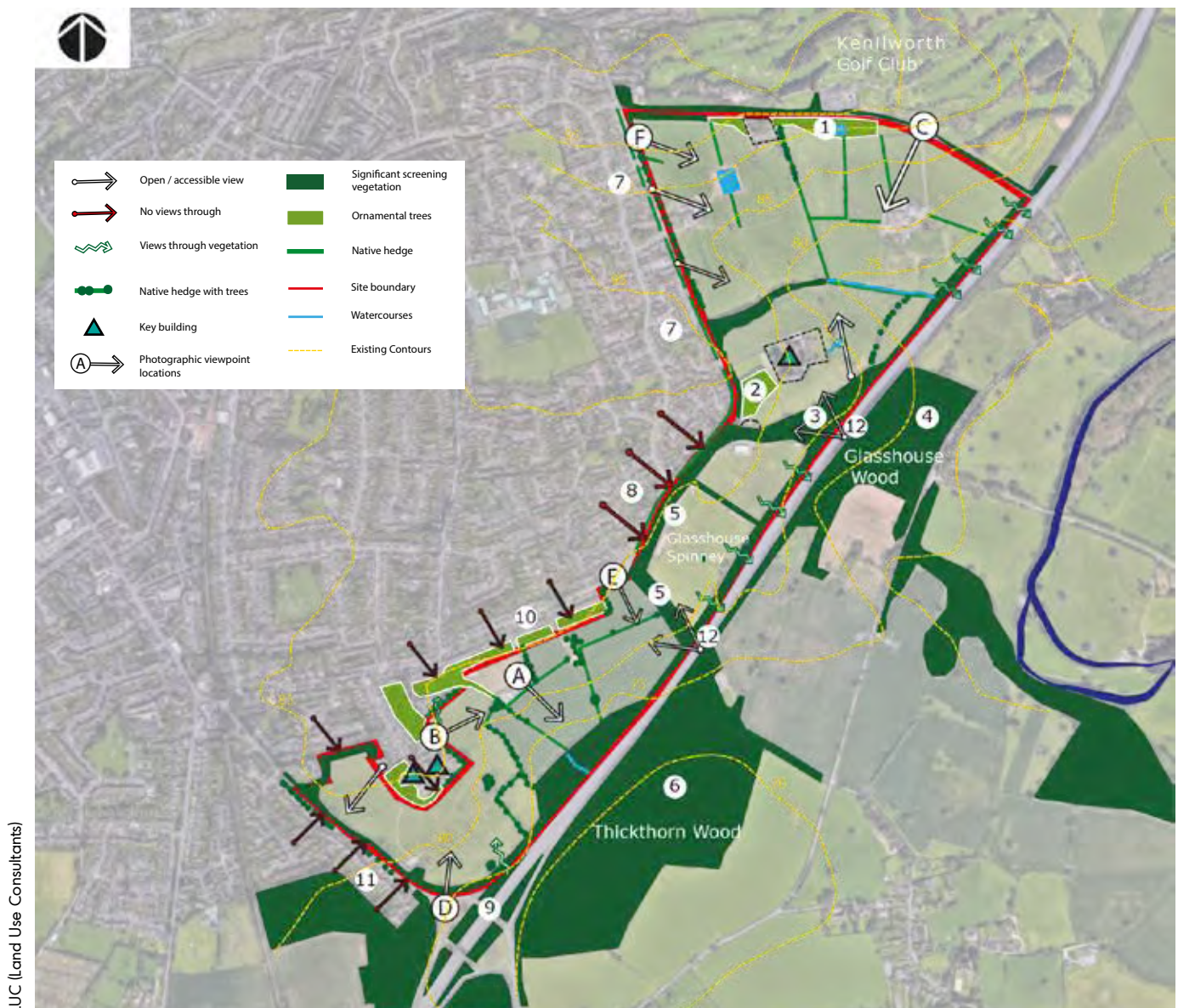
- Retain and minimise the impact on green/blue infrastructure and utilise this in the greenspace and drainage strategies for the site
- Retain existing pedestrian/cycle connectivity and create opportunities for improved connectivity with the town and adjacent countryside
- Minimise the impact of the A46 on new development by locating new housing away from the road, providing noise attenuation and introducing screen planting to reduce its visual impact
- Retain and minimise the impact on existing historic assets whilst providing opportunities to enhance their setting and afford them greater protection
- Retain and minimise the impact on wildlife sites and provide new additional habitats and associated connectivity
- Minimise the impact on existing residential properties.

Topography, Views and Landscape features

The site benefits from significant tree screening along the eastern edge of Glasshouse Lane to the west and to the northern side of Leamington Road to the south of the site. Furthermore, a green corridor runs along the eastern side of the site immediately to the west of the A46. Glasshouse Wood and Thickthorn Wood extend into the site and Glasshouse Spinney provides a connection between the two which also extends to the western boundary of the site. Existing field boundary hedgerows, mature trees, ornamental planting and an orchard offer further greenery to the site.

Views into the site are generally limited and within the site woodland and hedgerows limit long distance north-south views through the site. The most notable building within the site owing to its centrally located position is the Edwardian mansion Woodside Hotel and Conference Centre which is to be retained.

Figure 21: Views, topography and landscape features



LUC (Land Use Consultants)



Existing woodland vegetation adjacent to Rocky Lane



Existing ornamental vegetation adjacent Thickthorn Close



Views into the development through woodland adjacent to the A46 junction



Native hedge field boundaries within the development site with some in-field mature trees



A. View from Kenilworth Rugby Club across agricultural land towards the A46, screened by vegetation



B. View from the end of Thickthorn Close towards Kenilworth Rugby Club with some visibility through to housing



C. View from Crewe Lane south across agricultural land



D. View into the site from Thickthorn Roundabout



E. View into the site from a gap in the vegetation along Glasshouse Lane



F. View into the site from Glasshouse Lane near to the junction with Crewe Lane

Existing Access and Connectivity

Figure 22: Existing Access and Connectivity (site level)

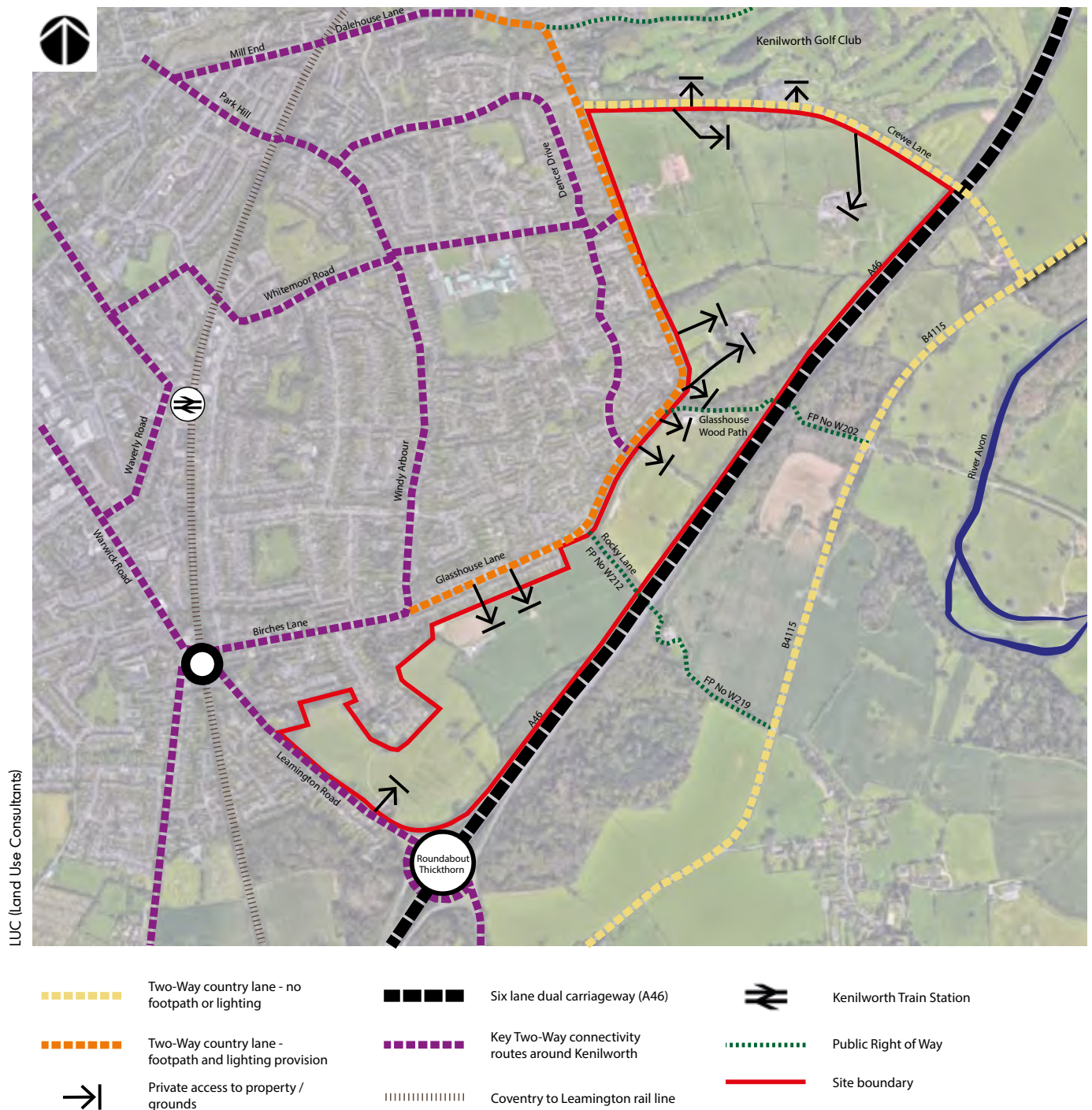


Figure 22 shows the site in the context of the immediate surrounding highway network. The site occupies land between the heavily trafficked A46 and Glasshouse Lane, a two-way carriageway subject to speeds of between 30-50 mph with a semi-rural character.

To the north Crewe Lane, a two-way country lane, abuts the site and the A452 Leamington Road adjoins the south of the site. 10 existing vehicular accesses enter the site: 2 from Crewe Lane, 7 from Glasshouse Lane and 1 from Leamington Road.

Two public rights of way cross the site connecting Glasshouse Lane and the existing town to B4115. These are at Rocky Lane which connects Kenilworth to the village of Ashow and Glasshouse Wood Path which runs north of the Kenilworth Wardens pavilion and connects Kenilworth to Stoneleigh Abbey.



Crewe lane – two-way country lane



Tree-lined pedestrian through ways



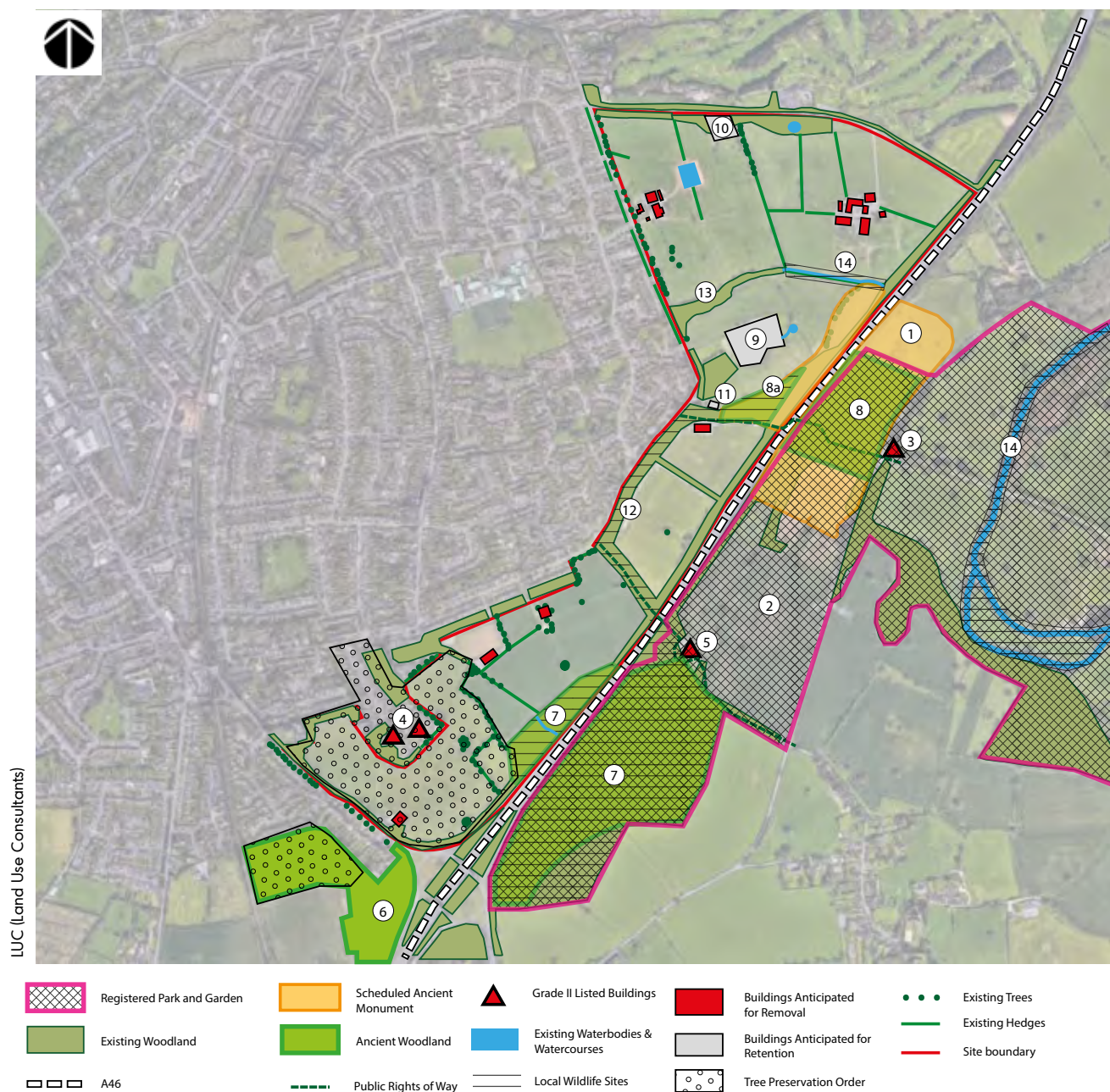
A46 – six lane dual carriageway



Glasshouse Lane – two-way road that runs adjacent to the western edge of the development site

Site Constraints and Opportunities

Figure 23: Site Constraints and Opportunities



Key notes

1. Scheduled Monument – Roman settlement at Glasshouse Wood; later evidence of medieval woodland management and post medieval glass working
2. Registered Park and Garden – Stoneleigh Abbey Grade II* listed
- 3 Grade II listed building – Grecian Lodges
4. Grade II listed buildings – Thickthorn Manor and Stables at Thickthorn Manor
5. Grade II listed building – Bridge over Rocky Lane
6. Ancient Woodland – Bullimore Wood
7. Ancient Woodland/Local Wildlife Site – Thickthorn Wood
8. Ancient Woodland – Glasshouse Wood
- 8a. Glasshouse Wood – Local Wildlife Site

9. Building Retained – Woodside Hotel and Conference Centre

10. Building Retained – Residential dwelling

11. Building Retained – Residential dwelling (Woodside Lodge)

12. Glasshouse Spinney

13. Victoria Spinney

14. River Avon – Local Wildlife Site

Landscape features:

- Local Wildlife Sites – Glasshouse Spinney (ref: SP37A1); Thickthorn Wood (re: SP37A3); and River Avon (SP15Li8f)
- Existing mature and Ancient Woodland areas of Glasshouse Spinney, Glasshouse Wood, Thickthorn Wood and Victoria Spinney
- Other woodland areas to the perimeter of the site
- Trees subject to Tree Preservation Orders (there is a blanket T.P.O to the south of the site)
- Individual mature scattered trees
- Ornamental planting and orchard
- Field boundary hedgerows
- Existing waterbodies and ordinary watercourses

There are a number of constraints that must be considered when masterplanning and developing the site although a number of them could equally be deemed opportunities.

The site includes notable greenspaces and mature woodland including Glasshouse Spinney, Glasshouse Wood and Victoria Spinney whilst much of the perimeter of the site is also well screened by mature trees. Both Glasshouse Spinney and Thickthorn Wood are designated Local Wildlife Sites owing to their ecological value.

This existing and in part Ancient Woodland offers an opportunity to connect with new greenspace within the site to create green corridors through the site with biodiversity value and which will create attractive pedestrian and cycle routes. Furthermore, the existing tree screening will assist with minimising the visual impact of development.

Field boundary hedges should be retained where possible to reference the historic use of the land and reflect the historic Arden character of the area. Individual mature scattered trees, in particular Oak trees, also provide a reference to the historic Arden character and if integrated properly into development can provide visual interest and educational interest for children.

Centrally located existing sports pitches provide an opportunity to be easily adaptable for usable greenspace within the development. An Orchard to the front of Woodside Hotel and other ornamental planting across the site provide further interesting features which could be integrated into development.

A couple of watercourses are present on site and the relationship of development to them must be carefully considered with regards to flood risk and drainage. It is recommended that the watercourses remain open channel and they have the potential to form attractive visual and educational features.

Views into and out of the site are generally limited with existing tree belts and hedgerows providing screening around much of the site perimeter. This means that there are limited key views requiring special consideration and also there is an opportunity to utilise existing planting to soften the edge of the development.

Whilst much of the site is relatively flat, in parts there is a notable slope down towards the A46 from Crewe Lane and Glasshouse Lane. This needs to be factored into the development when considering flood risk, overland flow routing and suitable locations for sustainable drainage. The topography of the site would suggest that these would be best located to the eastern edge of the site in the areas of lower ground. The underlying geology to north of site also feeds a principal aquifer and therefore development proposals in this area must acknowledge and address this where relevant.

Heritage:

- Roman Settlement at Glasshouse Wood, Scheduled Monument
- Archaeology within the Scheduled Monument and elsewhere on the site
- Grade II listed buildings adjacent to the site, most notably Thickthorn Manor and Stables at Thickthorn Manor
- Stoneleigh Abbey Grade I Listed Registered Park and Garden to the east of the A46

There are no listed buildings on the site and it is not within a Conservation Area. However, Grade II listed buildings of Thickthorn Manor and its associated former stables are located to the west and north of the southern end of the site. Therefore any development will have to ensure that it respects the setting of the listed buildings and minimises any harm to the significance of the assets.

Part of a Scheduled Monument, the site of a Roman Settlement at Glasshouse Wood, lies within the site and is characterised by a wooded area and an open area. The woodland area has been used by mountain bikers/BMX riders with various jumps created and this interference with the historic asset has resulted in the site being identified on Historic England's 'At Risk Register'. The Scheduled Monument is a constraint in that no development can take place within it and any usage of it or minor intrusions must be carefully managed. The development does however offer an opportunity for improved management of the area and the addition of educational interpretation material of the history of the site to reinstate it to its natural state and ultimately remove the site from its 'At Risk' status.

Stoneleigh Abbey Grade I Listed Registered Park and Garden is situated immediately to the east of the A46 spanning much of the length of the site. Whilst the physical barrier of the A46 and mature trees to either side of the road provide a strong visual screen between the site and the Registered Park and Garden the Glasshouse Wood and Rocky Lane public footpaths provide connectivity between the two and therefore the site should acknowledge the nearby presence of this important heritage asset.

Other Grade II listed buildings are located to the eastern side of the A46 within the Registered Park and Garden although given the physical separation between the site and the buildings the development is unlikely to result in any notable impact upon them.

Roads and paths:

- A46 immediately abutting the eastern side of the site (physical barrier and associated noise and air quality considerations)
- Limitations of Crewe Lane as a major access point to the site
- Public rights of way – Glasshouse Wood Path (FP no.W202) and Rocky Lane (FP no. W212)

- Ability of existing network of roads, paths and cycle paths to enable connectivity with key locations in the town including the town centre, railway station and medical facilities
- No current public transport routes serving the site

The 6-lane A46 provides a physical barrier to the eastern side of the site separating it from land further to the east. Associated tree planting along the road also minimises views into and out of the site and provides an opportunity to minimise the impact of the development upon the character and openness of Green Belt land to the eastern side of the road.

The heavy usage and speed of traffic on the A46 result in noise and air quality issues potentially affecting the site, in particular eastern areas. Suitable noise attenuation will be required in the form of noise bunds or acoustic fencing whilst dwellings will also have to be located away from the eastern edge of the site to combat the impact of poor air quality.

Two public rights of way run through the site, Glasshouse Wood Path (FP no.E202) and Rocky Lane (FP no.W212). The paths are constraints in that they will need to be accommodated within the proposed site layout, preferably along their existing alignment. However, they also offer good opportunities to connect the existing and the proposed development with villages of Ashow and Stoneleigh to the east of the A46 and also to the Stoneleigh Abbey Registered Park and Garden.

Currently there are no public transport routes directly serving the site and in order to create a sustainable connected community the development will need to address this.

An existing network of roads, paths and cycle paths adjacent to the site connect the development to the existing town and key destinations. However, the development affords the opportunity to enhance pedestrian and cycle routes east-west and improve wayfinding.

Glasshouse Lane to the west of the site and Leamington Road to the south are both designed to a good standard capable of accommodating notable levels of traffic and thus provide opportunities for the site to connect to the existing highway network. Crewe Lane to the north however is narrow in places and has more of a country road feel and this may potentially be a constraint as a major access point to the site. However, the status of the narrower western end of the road could be reconsidered and potentially serve as a sustainable travel route.

Other:

The site presents an opportunity to deliver enhanced sports facilities for the town by facilitating the relocation of Kenilworth Rugby Club and Kenilworth Wardens. Other constraints that will require consideration include the relationship with neighbouring buildings and land uses which primarily are in residential use. Kenilworth Golf Club is situated to the northern side of Crewe Lane and therefore the impact of development on Crewe Lane must include consideration of how this will affect the golf course.

There are currently a few on-site buildings, including dwellinghouses, some of which are anticipated to be retained whilst others are proposed to be demolished to accommodate development. New development will be required to have an appropriate relationship with buildings to be retained. Where buildings are to be demolished, and across the site as a whole, due regard must be had to the historic use of that land and any contamination suitably remediated.

A number of existing utilities cross the site. Whilst developers will be expected to undertake detailed studies into utilities within their site, it appears that there are no main gas pipes within the site and only one public sewer (a 825mm diameter sewer) entering the site off Glasshouse Lane.

Various overground and underground electricity cables/powerlines traverse the site and some telecommunications equipment is located on site, including a large telecommunications mast on the Central Rugby Club site.

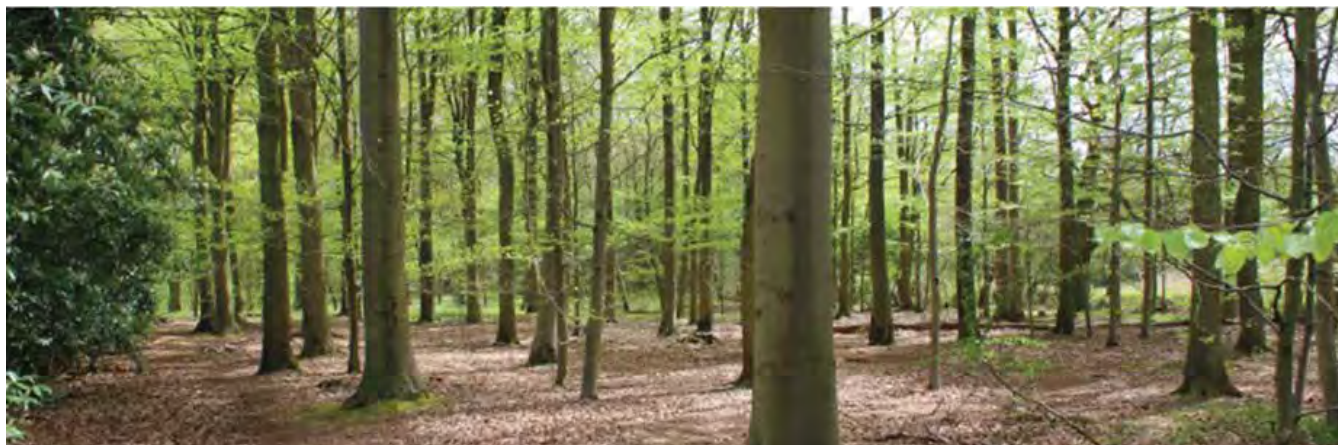
Recent ecology surveys undertaken by landowners highlight, as expected, that areas of the site have ecological value and are home to protected species. Detailed development proposals will need to retain habitats where possible and mitigate any impact upon ecology. The development provides an opportunity to create additional wildlife habitat and enhance biodiversity.



View towards Thickthorn Wood –
ancient woodland



Stables at Thickthorn – Grade II listed building



Glasshouse Wood – Scheduled Monument and Ancient Woodland

CHAPTER 6

Vision and Objectives

The Local Plan does not set out a specific vision for land East of Kenilworth although policies relating to design and strategic housing sites do give a strong indication of the high quality development that is expected to be delivered. Kenilworth Neighbourhood Plan Policy KP4 provides some further detail highlighting the local community's aspirations for the area. The vision in this document is considered to be in harmony and consistent with the requirements set out in the Neighbourhood Plan.

Land East of Kenilworth Vision:

Land East of Kenilworth will be developed comprehensively as a high quality, integrated development that creates a strong sense of place and sustainable neighbourhoods comprising an estimated 1,400 new dwellings, 8 hectares of employment land and other complementary community infrastructure.

Development proposals will be sensitively designed to respond to constraints and opportunities including existing landscaping and biodiversity, the existing road network and associated environmental considerations, heritage assets, topography and relationship with existing communities.

The new community will be fully integrated into the existing town and well connected to neighbouring settlements through appropriate highways infrastructure that encourages the safe and free flow of traffic, supports sustainable travel and use of public transport, and through a design and layout that encourages and promotes pedestrian and cycle movement and connects the site to existing routes.

A range of new housing, including affordable housing, with a mix of dwelling types, sizes and tenures will be provided to create a sustainable new community and meet a broad range of needs.

8 hectares of mixed B1 and B2 employment land will provide new residents and existing residents in the area access to significant and varied new employment opportunities within a high quality designed employment park.

Essential local facilities to serve the new community will be delivered including a Local Centre comprising a community centre, a public park with recreation facilities and a network of play areas. Furthermore, early years, primary, secondary and further education facilities will be delivered to meet the needs of residents.

The development of this area will also result in the successful and sustainable relocation of existing on-site sports clubs enhancing the quality and quantity of sports provision within the town.

Existing mature landscaping and woodland will be retained except where their removal demonstrably enhances the development and the development will provide attractive and usable green spaces that are connected providing green corridors through the site. The green corridors will also be designed to support ecology and biodiversity.

The development will provide a safe environment and will have characteristics that encourage a strong sense of community and healthy lifestyles and will include high quality sustainably designed buildings and public realm and attractive and usable greenspaces.

Land East of Kenilworth Objectives:

1. Delivery of a mix of housing to create a sustainable community
2. Delivery of high quality employment land and employment opportunities that are compatible with adjacent uses
3. Delivery of an effective and efficient transport system
4. Delivery of social and community infrastructure including new education establishments to support the new community
5. Creating a high quality environment with a strong sense of place that responds sensitively to and takes advantages of the existing environmental characteristics of the site including greenspaces, ecology and heritage assets
6. Promoting a healthy and safe community
7. Promoting high quality design
8. Delivery of utilities and infrastructure to meet the needs of the development

CHAPTER 7

Development Principles

In this section Development Principles are identified which can assist in the delivery of the Land East of Kenilworth objectives set out in chapter 6.

The principles, where applicable, have been produced taking into consideration the strategic, settlement and neighbourhood level analysis in chapter 4 and the site level analysis examining constraints and opportunities in chapter 5. Development Principles have also been informed by discussions with infrastructure providers and internal and external consultees and by specialist external consultant advice with regards to highways/transportation and design matters.

The Development Principles, along with guidance contained elsewhere within this Development Brief, shall be taken into account in the preparation of planning applications and their subsequent determination.

This chapter lists Local Plan policies; applicants should be aware that Kenilworth Neighbourhood Plan has many policies that are relevant and the two should be read in conjunction with one another.

1. Delivery of a mix of housing to create a sustainable community

Objective 1: To deliver approximately 1,400 new dwellings including a mix of dwelling types, sizes and tenures, including affordable housing, to meet a broad range of needs and deliver a mixed and sustainable community

Relevant WDC Local Plan Policies: DS2 'Providing the Homes the District Needs'; DS11 'Allocated Housing Sites'; H0 'Housing'; H2 'Affordable Housing'; H4 'Securing a Mix of Housing'; H5 'Specialist Housing for Older People'; H15 'Custom and Self-build Housing Provision'. Other policies: SPD Affordable Housing (2008); Provision of a Mix of Housing (2018).

Policy DS11 allocates land for an estimated 1,400 dwellings across the two strategic housing sites that this Development Brief covers. The capacity of the sites will depend on a range of factors and therefore may ultimately differ from this number. Any significant increase or decrease in dwelling numbers from the Local Plan numbers will require robust justification to demonstrate why such a deviation should be considered acceptable.

The site provides an opportunity to deliver a range of housing that meets the housing needs of Warwick District, neighbouring Coventry and the Town.

Market Housing

It is anticipated that a majority of housing will be the provision of open market dwellings. A mix of dwelling types in accordance with Policy H4 of the Local Plan will be required to provide choice and meet the housing needs of the District.

Affordable Housing

Affordable housing contributes to the creation of sustainable mixed communities. Housing development on strategic allocations H06 and H40 will be subject to Policy H2 of the Local Plan which requires 40% of the total (gross) number of dwellings provided on the site to be affordable. The policy also highlights that the sizes, types and tenures of homes provided will be determined on the basis of local need and sets out other requirements that developers will need to follow with regards to the affordable housing. The affordable housing shall be 'tenure blind' and well-

integrated into the overall development with market housing with consistent qualities of materials, design and open spaces and where achievable it shall be pepper-potted around the development.

Proposals for the development of greater levels of affordable housing than the policy requirement of 40% will be supported subject to compliance with other Local Plan policy and other material considerations and the requirement for an overall mix of housing types across the entire Development Brief site.

At outline stage developers are expected to set out their approach to meeting the District's affordable housing policies and full details of the affordable housing to be delivered will be required at reserved matters stage.

Housing Mix

As per Local Plan Policy H4 sites will need to provide a mix of market housing that contributes towards a balance of house types and sizes, including the housing needs of different age groups. Warwick District Council's note 'Provision of a mix of housing' (June 2018) provides further detail on providing a mix of housing.

Unless further local information is provided that justifies a diversion away from the housing mix identified in the 2013 Coventry and Warwickshire Joint Strategic Housing Market Assessment (JSHMA) housing developments will be expected to meet the housing mix as set out in the JSHMA and in Table 1. Should the JSHMA have been replaced, the new mix shall be used. An alternative mix may be considered taking into account the circumstances set out in Policy H4 'Securing a Mix of Housing' in the Warwick District Local Plan 2011-2029.

	One bed	two bed	three bed	four bed
Market mix	5 – 10%	25 – 30%	40 – 45%	20 – 25%
Affordable mix	30 – 35%	25 – 30%	30 – 35%	5 – 10%

Specialist Housing for Older People

Specialist housing for older people will be supported within the site subject to conformity with Local Plan Policy H5. In particular, the housing shall be suitably located to allow for easy access to public transport and local shops and amenities. As no primary care facilities are likely to be delivered on the site, public transport will be required to link the development to existing local primary care facilities. Specialist housing shall include on-site private amenity areas whilst also being closely connected to greenspaces and paths within the development.

Purpose Built Student Accommodation

Some purpose built student accommodation may be acceptable in the area subject to it being located close to public transport routes serving either Warwick or Coventry University and the new local convenience retailing facilities. Within or adjacent to the Local Centre is likely to be the most appropriate location for such uses.

Development Principle 1A: A mix of homes to meet existing and future needs

- a) A mix of market and affordable housing shall be provided and be informed by up-to-date evidence of the District's housing needs. It shall include a mix of dwelling sizes and accommodate suitable housing for older people;

- b) Affordable housing shall be provided in accordance with Policy H2 of the Local Plan and the Council's adopted Affordable Housing Supplementary Planning Document. The affordable housing shall be pepper-potted around development sites and shall be indistinguishable from market housing.

Self-Build and Custom-Build Housing

Warwick District Council supports self-build housing to help promote greater diversity in the local housing stock, and encourage the use of innovative design and the provision of more affordable and sustainable development.

A local register identifies demand for self-build and custom-build plots within the District and also specifically in Kenilworth. The register identifies particular demand for larger detached self-build homes. As of 30th May 2018, the register includes 34 expressions of interest in Kenilworth, which equates to approximately 10% of the total entries on the register. Furthermore, 15 on the register are interested more generally in sites across Warwick District (including Kenilworth), 30 across Warwickshire County and 41 not specified. Given these statistics, in order to meet the demands within the District as indicated by the register, it is essential that there is delivery of self-build and custom-build plots on strategic housing sites such as at Land East of Kenilworth.

Local Plan Policy H15 encourages custom and self-build housing and identifies major strategic housing sites as being suitable and sustainable locations for their delivery subject to all other relevant policy requirements. It highlights that the Council will produce an SPD to assist in the delivery of custom and self-build dwellings and a draft version was consulted upon in early 2019. Should there be a conflict between this guidance and the Custom and Self-Build SPD once adopted, developers are advised to follow the requirements of the Custom and Self-Build SPD.

Policy KP4 of the Kenilworth Neighbourhood Plan includes a requirement for a proportion of the total number of the open market homes to be provided within the site to be as serviced plots for self-build and custom-build, commensurate with demand evidenced on the local authority self-build register of interest.

In harmony with the Local Plan policy and Neighbourhood Plan this Development Brief sets out a requirement that all major housing sites within the overall site shall provide no more than 5% of the total number of open market homes as serviced plots for custom and self-build or a lower percentage should evidence at the time of submission demonstrate that a lower percentage will meet demand. This provision shall be provided on each site unless a more preferable whole site wide strategy can be agreed between landowners and the Local Planning Authority.

In order to ensure the delivery of housing and avoid large areas of land being undeveloped this guidance supports a cascade mechanism relating to the custom and self-build plots if demand does not materialise in a timely fashion as laid out in the Custom & Self-build SPD.

Further requirements are laid out in order to ensure that the individual street scene is not broken up with discordant custom or self-build properties; to ensure the plots meet housing needs; to ensure plots are available and viable; and to ensure marketing reaches those who have already expressed an interest in custom and self-build.

Development Principle 1B: Custom and self-build housing

Custom and self-build housing plots shall be provided within the development in accordance with the following:

- a) All major housing sites within the overall site shall provide a proportion of open market homes as serviced plots for self-build and custom build, commensurate with demand evidenced on the self-build register of interest, not exceeding 5% of the total number of dwellings;
- b) Custom and self-build plots shall accord with the following principles:
 - i) Custom and self-build plots shall be grouped in clusters rather than individual plots dispersed throughout the site;
 - ii) The mix of plot typology offered should respond to the most recent Strategic Housing Market Assessment (SHMA) or subsequent documents;
 - iii) Plot size should conform to the average size of plot typology provided on the remainder of the site;
 - iv) A plot shall have the following infrastructure in place and to edge of the plot prior to marketing: legal access to a public highway, electricity, gas, water, foul drainage, broadband conduits;
- c) The Local Planning Authority must be contacted prior to the commencement of marketing of available plots. The Authority may then take the opportunity to contact those on the Custom and Self-build Register and/or use their website to promote the opportunity;
- d) Plots which have been made available and marketed appropriately for at least 12 months from the start of development, and have not sold, may either remain on the open market as self-build or custom-build or be offered to the Council or a Registered Provider, at market value, before being built out by the developer conforming to the appropriate market housing mix. Evidence of marketing must be provided to the Local Planning Authority.

2. Delivery of high quality employment land and employment opportunities

Objective 2: To deliver a high quality employment park on 8 hectares of land to the southern end of the site and promote opportunities for local employment during construction and post-occupation of development

Relevant WDC policies: DS8 'Employment Land'; DS9 'Employment Sites to be Allocated'

8 hectares of land is allocated to the southern end of the site for employment purposes. Policy DS9 of the Local Plan specifically allocates site E1 (Land at Thickthorn, Kenilworth) for uses in category B1 (Business) and B2 (General Industrial) of the Town and Country Planning (Use Classes) Order 1987, as amended. The explanatory text to the policy highlights that the supply of good quality employment land in Kenilworth is limited and this site will provide the opportunities for a mixed employment development able to meet local and wider needs of the District. The size of the site was considered appropriate by the Local Plan Inspector in order to meet a variety of demands.

Use Class B1 includes offices, research and development of products and processes and light industry appropriate in a residential area. B2 includes uses for industrial processes other than those falling within Class B1. Any development proposals that seek to include B8 uses, retailing, quasi-retail or sui generis uses within the site will not be supported.

The shape of the employment site shall be as set out in the Local Plan policy map for Kenilworth and offers the potential to provide a buffer to screen new residential from noise and air

quality issues associated with the A46 to the east of the site. However, minor deviations to the shape of the site may be considered acceptable if this would help with the overall delivery of employment and housing to the southern area of the site and if the overall area for employment land and housing within the southern section of site H06 remains unchanged.

The employment site shall be designed to ensure the development is compatible with neighbouring residential uses so that uses located near to existing and proposed residential properties are limited to suitable B1 uses. This will help minimise the potential for noise and other disturbance to residential properties. The scale and design of buildings shall relate well to neighbouring residential areas and the design of buildings shall have due regard for the nearby listed buildings of Thickthorn Manor and Thickthorn Stables as well as the setting of the Grade II* listed Registered Parks & Gardens of Stoneleigh Abbey.

Furthermore, buildings of high quality design offering visual interest will be required in the more visually prominent areas of the site, including those at the corner of Leamington Road and the Thickthorn roundabout and any other site entrances. Whilst there is an expectation that mature trees in this area are retained where possible and thus will provide screening, this is a gateway into both the site and Kenilworth and development will be expected to be of a high standard and emphasise a sense of arrival. To further separate the employment land with neighbouring residential, a landscape buffer of a suitable width to allow for mature, dense tree/vegetation screening and act as a potential wildlife corridor will be required.

Whilst there should be no through route for vehicles between the employment land and residential areas to separate traffic and avoid rat running, an emergency access shall be provided along with good pedestrian and cycle connectivity between the uses to encourage sustainable travel. The employment land shall also be well-connected to the Local Centre and public open space, providing leisure and convenience shopping opportunities for workers.

The employment land is highly accessible given its location immediately off the A46, which in turn is well-connected to other major roads in the strategic highway network. The site is also located close to major employers including Warwick University, Coventry University and Jaguar Land Rover and therefore has the potential to provide opportunities associated with research and development for those growing organisations.

WDC are supportive of a mix of employment within the site including a range of different sized units available for a variety of different businesses. Within that mix, in particular the District will be supportive of and encourage start-up business space, business grow-on space and flexible office space.

A planning condition is likely to be placed upon any consent relating to the site requiring local employment and training opportunities during the construction of the development and post-completion.

Development Principle 2: Employment Land

In developing the employment land the applicant is expected to accord with the following guidance:

- a) The employment land shall be laid out in an efficient manner to maximise the use of the land for employment purposes;
- b) Uses within the employment land shall include only B1 and B2 uses and not B8 or non-employment uses;
- c) More compatible employment uses shall be located closer to adjoining residential properties to minimise the potential for noise disturbance;

- d) The scale and design of buildings shall respect neighbouring residential areas and have due regard to nearby heritage assets;
- e) A landscape buffer of a suitable width shall be provided to allow for dense mature planting to screen the site from neighbouring residential areas.
- f) Buildings shall be of high quality design and in more prominent areas and gateways to the site buildings and landscaping will be expected to emphasise a sense of arrival;
- g) The site shall be well connected by footpaths and cycleways to neighbouring residential areas, the development spine road, the Local Centre and public open space;
- h) A Local Employment and Training Plan will be required to provide construction and post-occupation employment opportunities to local people.

3. Delivery of an effective and efficient transport system

Objective 3: To deliver an effective and efficient transport system that gives appropriate priority to pedestrians and cyclists, as well as delivering public transport connectivity and the safe movement of traffic

Relevant WDC Policies: Local Plan Policies: TR1 'Access and Choice'; TR2 'Traffic Generation'; TR3 'Parking'; HS1 'Healthy, Safe and Inclusive Communities'; HS4 'Improvements to Open Space, Sport and Recreation Facilities'

It is vital that good connectivity is provided from the site to key destinations including Kenilworth Town Centre, Kenilworth Railway Station, local centres, schools, employment sites, leisure facilities, open spaces, the strategic highway network and wider cycle network to ensure that the development provides residents with a choice of sustainable travel options, in accordance with the NPPF Chapter 9 'Promoting sustainable transport'.

New development on Land East of Kenilworth will generate additional travel demands and it is important to ensure that any significant impacts of additional vehicular traffic are mitigated. Off-site highways improvements, carefully considered access arrangements and routes through the site will seek to minimise these impacts. The provision of facilities for public transport and measures to improve connectivity between the site and the Railway Station will assist. Furthermore, the creation of a pedestrian and cycle friendly development which provides for routes within the site, connects to existing routes and also contributes towards the funding of off-site improvements whilst also reducing the reliance upon the private car will also lessen these impacts.

This section identifies existing capacity constraints on the local highway network that are relevant to the development and makes recommendations about how these may be mitigated as well as identifying other key highway infrastructure required.

All developments will be expected to provide for an appropriate package of sustainable travel measures including:

- Provide sustainable mix of uses on site, arranged in such a way to reduce the need to travel;
- Arrange streets and spaces to encourage a safe and legible walkable neighbourhood where key community infrastructure facilities are connected;
- Provide legible, safe and direct formal cycle routes and where feasible 'leisure' cycle routes; and
- Provide infrastructure and funding to support public transport services linking the site with neighbouring settlements, the Town Centre and Railway Station.

Walking and Cycling

The development should prioritise wherever practicable continuity, accessibility and permeability by active travel modes (pedestrian and cycle movements) to ensure that this is more convenient and attractive than using a car. Kenilworth has a higher level of car ownership than both the national and district level average and the scale of this development presents an opportunity to provide a shift in travel behaviours.

Walking and cycling assist with health objectives by promoting healthy and active lifestyles and also environmental objectives including improving air quality. They also offer a cheaper alternative to the use of the private car.

Provision for cycling within the site, the connections to the existing road network and other cycle routes will need to be designed to a high standard and should adhere to the core quality principles as identified in the Department for Transport's Local Transport Note (LTN) 2/08 'Cycle Infrastructure Design' and LTN 1/12 'Shared use routes for pedestrians and cyclists'. These are:

- coherence;
- directness;
- safety;
- comfort; and
- attractiveness.

In accordance with Manual for Streets, the internal network of roads and streets should be designed such that cyclists can be accommodated safely within the road network. Where traffic levels and speeds are higher, such as on spine roads, dedicated provision for cycling is required.

Short, direct links for pedestrians and cyclists will be required to create a permeable network of high quality links, connecting streets and different areas and uses of the development. Links can be identified as a shared path facility and the minimum usable width for links is 3m and will need to take note of building lines, fences and boundary walls.

Filtered permeability should be included within the layout to ensure that direct routes for pedestrians and cyclists are retained, and short trips are visibly more convenient by active travel modes than by car.

To promote sustainable travel, a comprehensive cycle network will be required to serve the new development, connecting the site to key destinations within Kenilworth and neighbouring settlements. The Kenilworth Cycle Network Plan (Figure 24) has been developed to provide a comprehensive plan for cycle connectivity within Kenilworth setting out a number of indicative routes with the aim of providing convenient and attractive links to key destinations including the town centre, railway station, schools, employment sites, leisure facilities and the wider cycle network.

Retro-fitting dedicated cycling infrastructure onto the existing road network is often difficult due to constraints on available highway width and road layouts. Many residential roads in the eastern part of Kenilworth have relatively low traffic flows and speeds, and are therefore suitable for on-carriageway cycling for most types of cyclists. However, the layout of the existing residential area and the barriers created by the A452 and the railway line means that there are a relatively limited number of potential through routes connecting to the town centre.

The links shown on the plan include a mixture of the following infrastructure improvements to the existing highway network:

- New off-carriageway shared use footways / cycleways adjacent to busier roads
- On-carriageway cycle links on quieter residential streets (where only signing, lining and / or minor infrastructure improvements may be required)
- Upgraded traffic-free links that provide short-cuts for cyclists, avoid busy roads or connect up residential streets
- Enhancements to the crossing points over the railway line, which currently creates a barrier to east-west cycling movements
- Informal crossing points, zebra crossings and signalised crossings where required to overcome barriers to active travel created by busy roads.

S106 contributions should be sought towards the development of the necessary pedestrian and cycling infrastructure to serve the site and ensure strong connectivity and access to Kenilworth Town Centre, Railway Station and neighbouring settlements.

Figure 24a 'Kenilworth Future Trip Generators' identifies key trip generators in the town which the new development may need to be connected to. The Kenilworth Cycle Network Plan has been developed to promote connectivity between all of these destinations.

Figure 24: Kenilworth Cycle Network Plan

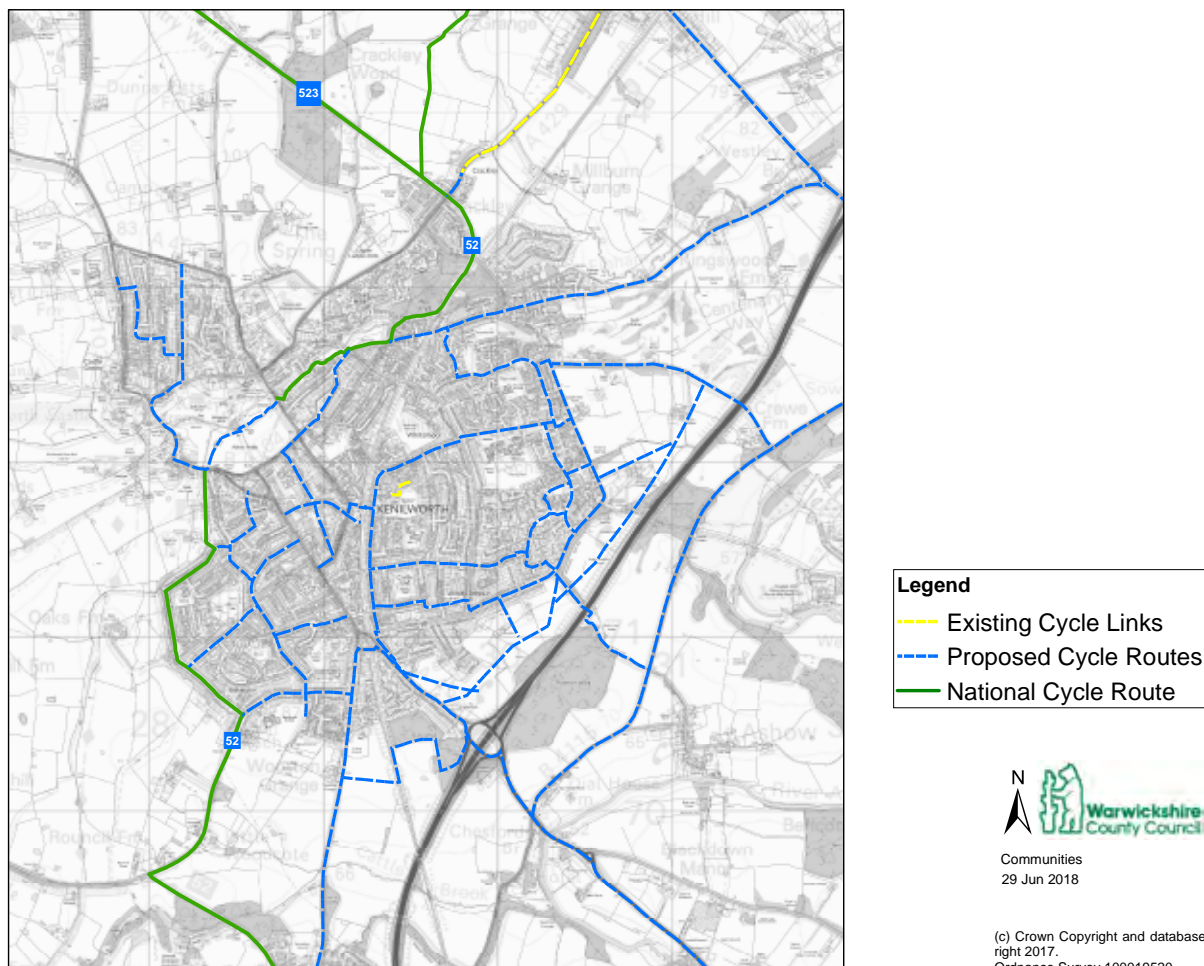
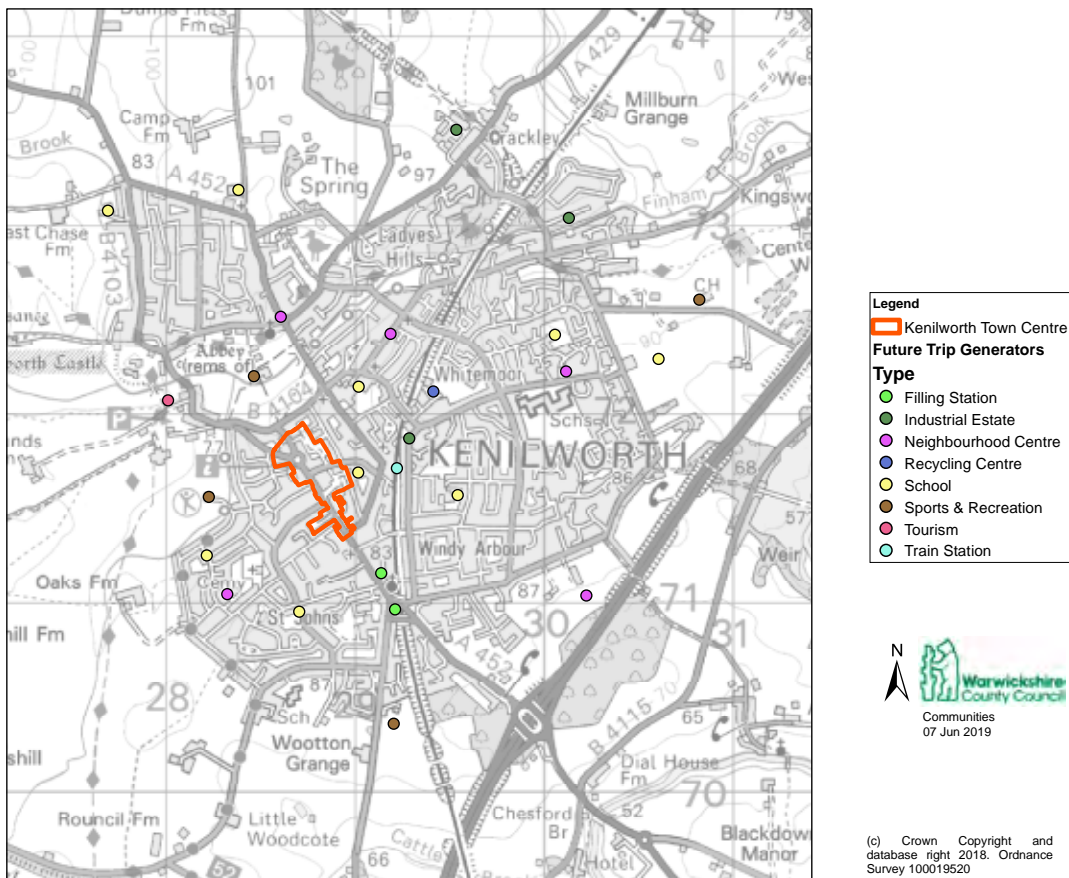


Figure 24a: Kenilworth Future Trip Generators



Developments are expected to conform with the following detailed guidance relating to cycling and walking infrastructure:

Cycling provision on spine roads serving the residential and employment sites

Dedicated cycling infrastructure is required on the main spine road as it will have higher traffic flows and speeds than the other residential roads within the site. It shall also be provided along the spine road of the employment site to encourage sustainable travel to work.

The preferred provision for cyclists on the spine road within the development site is a cycle track on both sides of the carriageway which is segregated from the footway, with a verge separating the cycle track from the carriageway.

A surfaced width of a minimum of 4 metres would enable provision of a footway and cycleway with some form of separation. 4m is the minimum width that would enable the segregation of pedestrians and cyclists if this is preferred and even if unsegregated, 4m would allow more space for all users at busy times, such as school trips. However, discussions should take place between developers and Warwickshire County Council (WCC) concerning the specific requirements for cycling provision on each section of the spine road.

Consideration should be given to minimising the need for cyclists to frequently stop and start, which impacts on the convenience and attractiveness of cycle routes. Where the spine road crosses minor side roads, giving priority to the cycling and pedestrian facilities should be considered if vehicle flows on the side road will be less than 2000 per day. This may require raised table crossing points which are set back from the junction to enable a waiting space for turning vehicles. On very quiet

roads, in line crossing points may be preferred. Further discussion with WCC will be required at the design stage regarding the above options.

Junctions should be designed to promote low vehicle speeds, for example by using raised tables and tight junction radii, as set out in Manual for Streets.

There should be suitable provision for people to cross the spine road at regular intervals and to cater for all journeys within and through the development.

As the spine road will not run through the central part of the site owing to the ecological and heritage constraints around Glasshouse Spinney and will instead adjoin Glasshouse Lane, there should be a direct cycle/pedestrian link which connects the northern and southern sections of the spine road to create a direct and continuous cycle and pedestrian route. This route shall also connect with the two public footpaths traversing the site.

Crossings

To encourage cycle usage, interruptions to routes requiring cyclists to stop/start should be minimised and cycle tracks should be given priority where appropriate.

Informal refuge crossings will need to be designed to accommodate a non-standard cycle and family group. Traffic lane widths between 3.10m-3.90m at refuges should be avoided as they can create pinch-points for cyclists using the carriageway where drivers may try to overtake when there is insufficient room.

Signalised or zebra crossings should be provided as appropriate. The use of parallel pedestrian and zebra crossings should be included where it enables continuity of route for both pedestrians and cyclists.

Shared paths through green corridors

To complement the on-highway provision, a network of high quality shared use paths through open spaces should be provided where they enable greater permeability for pedestrians and cyclists for north-south and east-west movements. These routes should have a minimum usable width of 3 metres, be hard surfaced, have an open aspect, be appropriately lit and be overlooked.

A secondary network may be included where usable path widths can be reduced to 2.0m and may be softer surfaced i.e. limestone. These routes are to be designed to create walking loops, linking with residential streets, the main spine and key north-south and east-west bicycle corridors.

Connections to the wider network

In order to promote greater active travel and encourage shifts in transport modes, it is essential that more high quality access points are provided for pedestrians and cyclists than vehicles. New residents to the development should be able to conveniently reach local destinations by cycle or on foot and not have to make long detours.

Access controls

The pedestrian and cycle routes within the development should remain free of barriers, bollards and obstruction. The design of the road layout on the approach to crossing points should ensure that the motorised traffic slows or stops, however path geometry should also be designed such that a cycle or pedestrian cannot shoot straight across a road.

Connecting links beyond the site boundary should remain free from obstruction where practicable to do so (link to existing off road facilities). Where there is a requirement for slowing cyclists, this should be undertaken through geometric alignment and the use of strategically located bollards. All access control should remain permeable for pedestrians and cyclists, including the use of non-standard or adapted bicycle designs.

Wayfinding / signing

Signing of pedestrian and cycle networks within the development site should ensure that key locations within the site are easily accessible. Signing should also highlight key destinations beyond the site boundary, such as the town centre, schools, railway station and leisure facilities. This signing should include direction, destination and distance information as appropriate to raise awareness of the pedestrian and cycle links from the site. Clear, consistent and comprehensive route signage will also be required along each of the identified pedestrian and cycle links serving the site.

S106 contributions will be required towards the delivery of the necessary signage, as part of the development of external cycle routes linking the sites with nearby destination.

Development Principle 3A: Cycling and Walking

Developments within the site shall promote and encourage cycling and walking as attractive modes of travel and shall accord with the following principles:

- a) The West Midlands Cycling Design Guidance (WMCDG) (2017) sets out the underlying design principles that will give cyclists sufficient safety and priority to encourage this mode and provides details of the preferred type of infrastructure in different situations. Provision for cycling within the development site, the connections to the existing road network and other cycle routes shall be designed to a high standard and adhere to the core quality principles as identified in Local Transport Note (LTN) 2/08 'Cycle Infrastructure Design'. All applications for major development relating to the site shall demonstrate that the development is in accordance with the WMCDG and that the LTN principles are being addressed.
- b) All major applications shall prioritise wherever practicable continuity, accessibility and permeability by active travel modes (pedestrians and cycle movements) to ensure that this is more convenient and attractive than using a car. In conformity with Manual for Streets, the internal network of roads and streets shall be designed such that cyclists can be accommodated safely within the road network. Where traffic levels and speeds are higher, such as on spine roads, dedicated provision for cycling is required.
- c) Short, direct links for pedestrians and cyclists will be required to create a permeable network of high quality links, connecting streets and different areas of the development. Links can be identified as a shared path facility. The minimum usable width for shared links is 3.0m and will need to take note of building lines, fences and boundary walls.
- d) Dedicated cycling infrastructure shall be provided on the main spine road as it will have higher traffic flows and speeds than other residential roads within the site. It will also be a key road in north-south movement across the site and the connectivity of the site with other destinations.
- e) Developments shall contribute towards the provision of necessary off-site pedestrian and cycling infrastructure to serve the site and ensure strong connectivity and access to Kenilworth Town Centre, Railway Station and neighbouring settlements.

- f) A scheme for the signing of pedestrian and cycle networks within the development site shall be submitted to and approved by the Local Planning Authority as part of any detailed application (full or reserved matters application). The signposting will improve wayfinding and ensure that key locations within the site are easily accessible and shall also highlight key destinations beyond the site boundary such as the town centre, schools, railway station and leisure facilities. The signing shall include direction, destination and distance information as appropriate to raise awareness of the pedestrian and cycle links from the site. Clear, consistent and comprehensive route signage will also be required along all identified pedestrian and cycle links serving the site. S106 contributions will be required from each development towards the delivery of the necessary signs, as part of the development of external links from the site.
- g) Secure and conveniently located cycle parking shall be provided throughout the development, as set out in Warwick District Council's Parking Standards Supplementary Planning Document (2018), to accommodate short and longer stay visitor use and regular long stay use by residents.
- h) Any cycling and walking route improvements potentially impacting on the Strategic Road Network (SRN) shall have regard to Design Manual for Roads and Bridges (DMRB) standards and other relevant guidance notes applicable to the trunk road network.

On and Off Site Highway Infrastructure

It is of critical importance to the success of the development that appropriate on and off-site highways infrastructure is provided to serve and meet the demands of the new development and ensure there is no significant adverse impact upon the safe and free flow of traffic in the town.

A highways study ('Kenilworth Transport Study') has been commissioned and undertaken to inform this Development Brief and this identifies a number of highway infrastructure requirements and makes a number of recommendations. The Kenilworth Transport Study has therefore informed this section of the Development Brief. Whilst this section provides indicative drawings of preferred highway schemes please note that these are current concepts and all will be subject to further feasibility, assessment and design. Notwithstanding details on indicative drawings, cycling and pedestrian provision and consideration of the impact upon existing residential properties will be given full consideration in the design of each scheme.

All Transport Assessments submitted in support of developments in the area will need to fully consider the impact on Highways England's network given the proximity of the A46 trunk road and applicants will be expected to consult with Highways England and the Local Highway Authority with regards to the scope of the required assessment for their development.

Existing Access

There are currently a number of minor accesses serving existing on site uses (see figure 22). These accesses relate to farms, dwellings and sports clubs. There are no public roads that run through the site. Existing accesses are taken from Crewe Lane (Crewe Garden Farm; and a separate dwelling), Glasshouse Lane (Southcrest Farm; Kenilworth Wardens; Kenilworth Rugby Club (two sites) and a dwelling) and Leamington Road (a farm/dwelling).

Public Rights of Way

There are two recorded Public Rights of Way that travel through the site or immediately adjoin the site – W202 (Glasshouse Wood path) and W212 (Rocky Lane). Both footpaths run east-west across the site and are located along the northern and southern boundaries of the existing sports club sites respectively.

The indicative masterplan in this Development Brief shows the two rights of way being retained without any significant penetration through. This preserves the existing Ancient Woodland, an existing Local Wildlife Site and the biodiversity value and ecological corridors it provides whilst also enabling the established footpaths to be retained without diversion.

Both Public Rights of Way offer existing and future residents of Kenilworth good access to surrounding countryside whilst also providing attractive woodland routes.

Development Principle 3B: Public Rights of Way

In considering existing public rights of way developments are expected to:

- a) retain the existing public rights of way, W202 (Glasshouse Wood) and W212 (Rocky Lane) through the site along their existing alignment;
- b) where possible accommodate the public rights of way within a landscaped corridor or open space away from vehicular traffic;
- c) provide improvements to the surface and lighting of the public rights of way to encourage their use;
- d) contribute towards improvements to the two A46 footbridges over the A46 linking footpaths W202 and W212 with the B4115, if improvements are necessary to meet modern safety standards and encourage pedestrian and cycle (where relevant) usage

Traffic Speed

In the interests of highway safety and to promote walking and cycling within the development, traffic speeds throughout the development shall be 20mph except on the Spine Road which shall be 30mph. Where the Spine Road travels through/adjacent, the Local Centre speeds shall be reduced to 20mph.

The section of Glasshouse Lane abutting the western edge the Education allocation (ED2) shall be reduced to 20mph in the interests of safety.

Development Principle 3C: Traffic Speeds

Maximum traffic speeds within the development shall accord with the following:

- a) Maximum traffic speeds throughout the development, within residential and employment areas shall not exceed 20mph, except for the spine road;
- b) The spine road shall have a maximum speed limit of 30mph but this should be reduced where the road travels through a Local Centre;
- c) The section of Glasshouse Lane to the west of the education allocation shall have a maximum speed of 20 mph.

Proposed Access

In order to minimise conflict between employment and residential uses it is considered preferable for separate accesses to be provided from the south of the site into the housing and employment allocations.

Employment site access

The Kenilworth Transport Study considers access to the proposed employment allocation, E1. In examining the feasibility of access for the site geometric constraints, junction operation and design standards have been considered to identify a preferred site access.

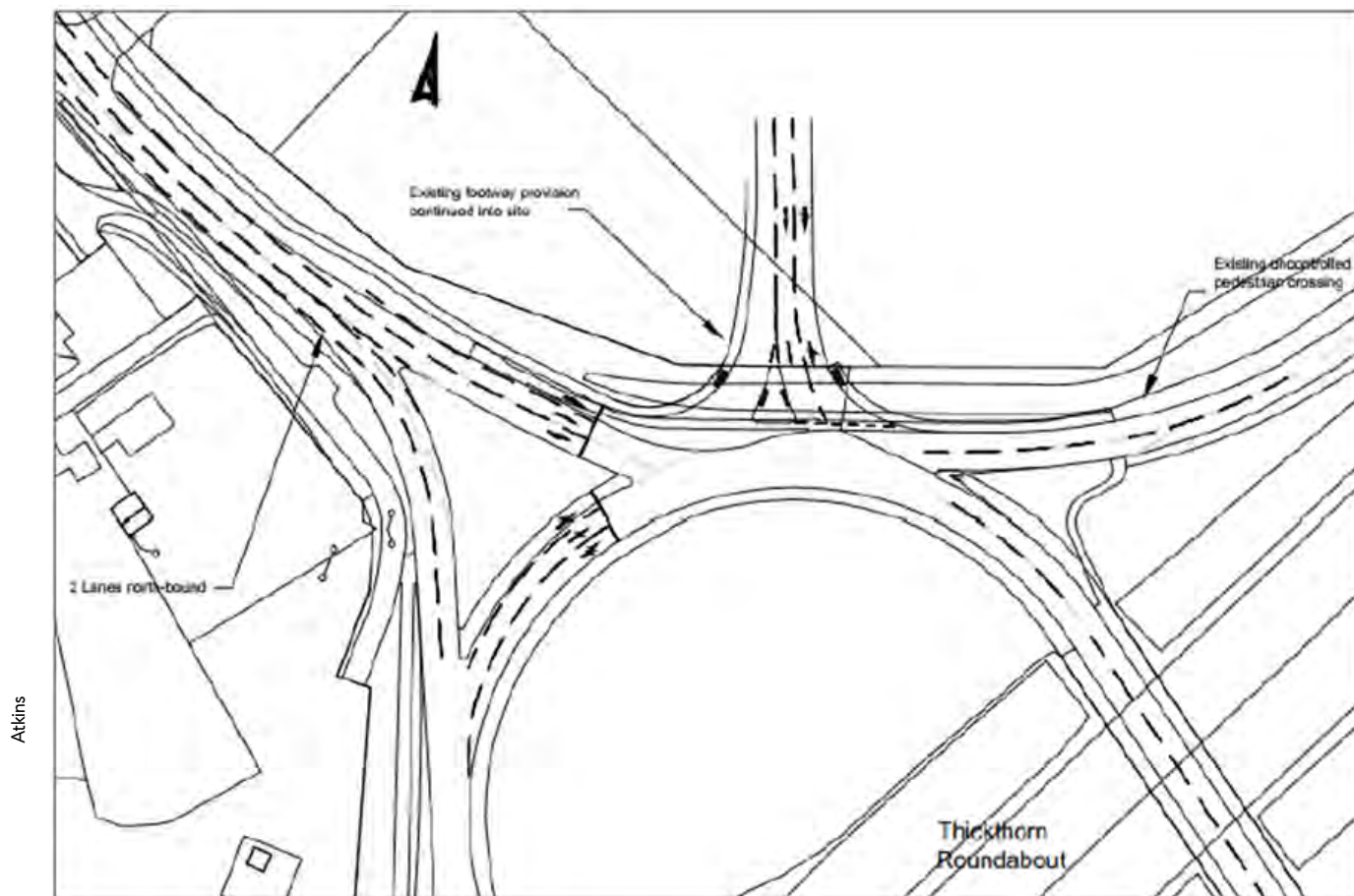
Various options were considered as set out in the report with the preferred option being direct access and egress from the A46/A452 circulatory which will mean that HGVs can avoid the A452 Leamington Road (Figure 25). The A46/A452 roundabout is proposed to be signalised regardless of this development and the preferred option would add a signalised fifth arm on the roundabout. The proposed arm would be located between the A452 (N) Leamington Road and the A46 northbound on-slip, consisting of one entry lane and two exit lanes onto the circulatory. A potential alternative to this approach could be to combine the employment site and residential site access via a junction on Leamington Road, with access into the employment site being provided towards the southern end of the spine road.

It is considered that this option will provide direct access and egress between site E1 and the A46/A452 grade separated signalised roundabout, whilst resulting in minimal impact upon the geometry of the existing roundabout and other arms. It would also have minimal impact to the A452 (N) Leamington Road as it limits the need for additional access points. Further detailed assessment will be required on the feasibility and impact of the capacity of the roundabout and whilst subject to detailed design, the feasibility and Kenilworth Transport Study found that the access can be provided to relevant highway standards based on information available at this stage.

The final scheme for the spine road and employment access(es) shall ensure that the site is appropriately connected with the proposed Kenilworth to Leamington (K2L) cycle route.

Whilst a viable scheme has been set out in this Brief, WCC and Highways England remain open to deliverable alternatives that would bring the required benefits, and developers of the employment site/southern part of H06 are strongly recommended to liaise with Warwickshire County Council and Highways England with regards to this access.

Figure 25: Employment site preferred access

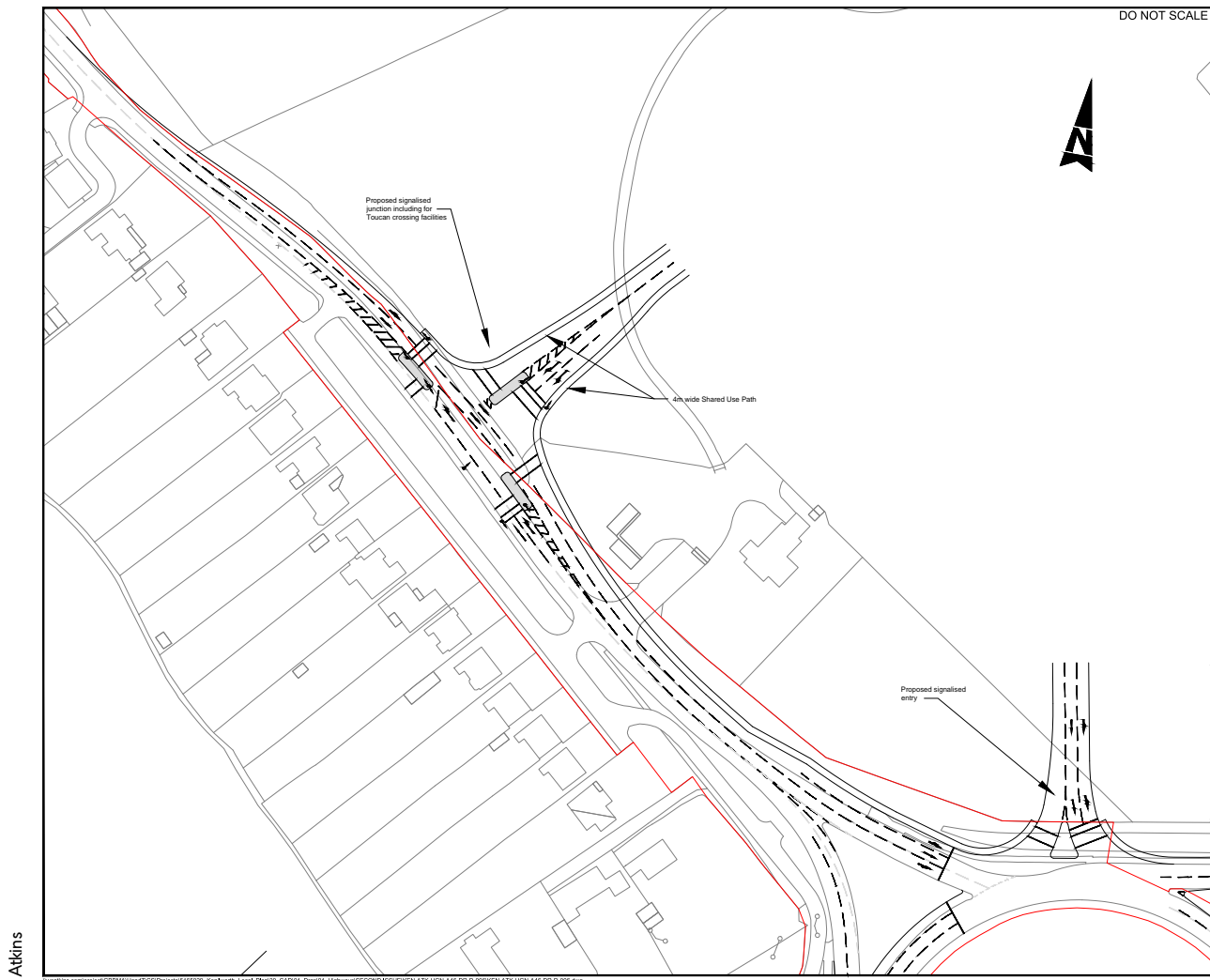


Access from A452 Leamington Road

Figure 26 highlights how access to the spine road from Leamington Road can be achieved in the context of the preferred option for access to the employment site. A signalised controlled T-Junction is preferred with a left and right lane heading out of the site onto Leamington Road and a single lane into the site. Heading southbound on Leamington Road one left turn lane and one lane to travel straight on could be accommodated. Two lanes are proposed on the A452 Leamington Road northbound from the A46 roundabout also accommodating storage for right turn movements onto the spine road and minimising potential for queuing back to the A46 roundabout.

It is important that pedestrian and cycle crossing facilities are provided at the junction. Figure 26 demonstrates that it should be possible to provide Toucan crossings at the junction linking the shared footways/cycleways on the spine road with the proposed shared footway/cycleway on the south of Leamington Road as identified on the Kenilworth Cycle Network Plan.

Figure 26: Indicative access arrangement for Thickthorn (Spine road and employment site access)



Development Principle 3D: Thickthorn Access (employment and housing allocations)

Access to the southern end of the site shall accord with the following:

- a) Site access junction(s) shall be provided to facilitate appropriate access to the employment land (allocation E1) and the housing allocation (H06). Conflict between employment and residential uses should be minimised;
- b) Access to the employment site shall either be provided via a direct access/egress off the A46/A452 circulatory or from Leamington Road. Appropriate assessment should be undertaken to demonstrate the access strategy is feasible in terms of safety, multi-modal access, permeability, connectivity and capacity;
- c) The spine road access from Leamington Rd shall provide for appropriate pedestrian and cycle crossing facilities both across Leamington Rd and across the spine road itself to reflect desire lines, demand and to ensure the most efficient layout. These shall connect with existing and proposed footways/cycleways in the immediate vicinity as well as provision on the new spine road

- d) Pedestrian and cycle access shall be provided into the employment site in suitable locations to encourage travel to the site by alternatives to the private car. This shall include connection(s) between the employment site and the spine road as well as to existing and proposed cycle infrastructure.

Crewe Lane/Spine Road access and altering the function of Crewe Lane

Crewe Lane, running east-west to the north of allocation H40 provides an opportunity to provide an access into the north of the site and connect to the spine road.

The road is currently a two-way single carriageway providing access to Crewe Farm, a residential dwellinghouse and Kenilworth Golf Course. The road has no footway provision, centreline or road markings and vehicles often travel at speed along the road.

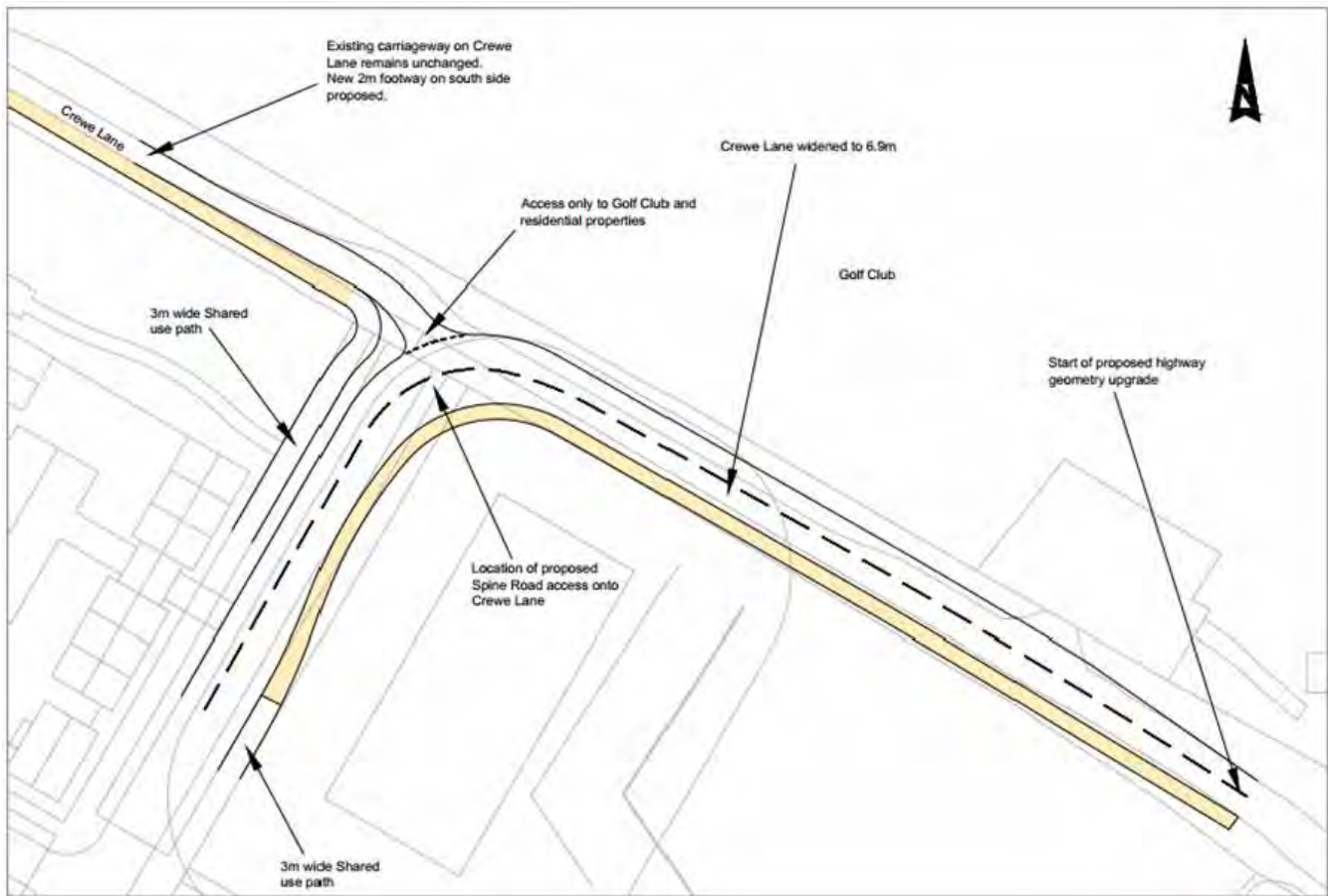
The proposed development is likely to increase the use of Crewe Lane. The junction of Crewe Lane and Glasshouse Lane has restricted visibility and therefore it is recommended that access at this junction is restricted to in only. This would act as a one-way system on the western section of Crewe Lane, although access to the Golf course and residential properties would be maintained from the eastern side of Crewe Lane and the spine road.

It is recommended that the section of Crewe Lane between the northern end of the spine road and the Golf Course access is retained as an informal access road, without a centreline, to encourage vehicle use of the spine road. The addition of a footway to the south side of the carriageway is however recommended.

The spine road/Crewe Lane junction should be designed as a priority junction, with the north west section of Crewe Lane forming the minor arm (Figure 27). The spine road/Crewe Lane (east) would provide the mainline and encourage traffic to use the spine road to access Leamington Road and the A46 Stoneleigh junction. The eastern section of Crewe Lane is proposed to be upgraded to a formalised two-way carriageway, although the feasibility of this beyond the A46 bridge is limited.

The west section of Crewe Lane would provide a pedestrian and cycle link to Glasshouse Lane and would also connect with the spine road footways/cycleway(s).

Figure 27: Indicative Spine Road/Crewe Lane junction layout



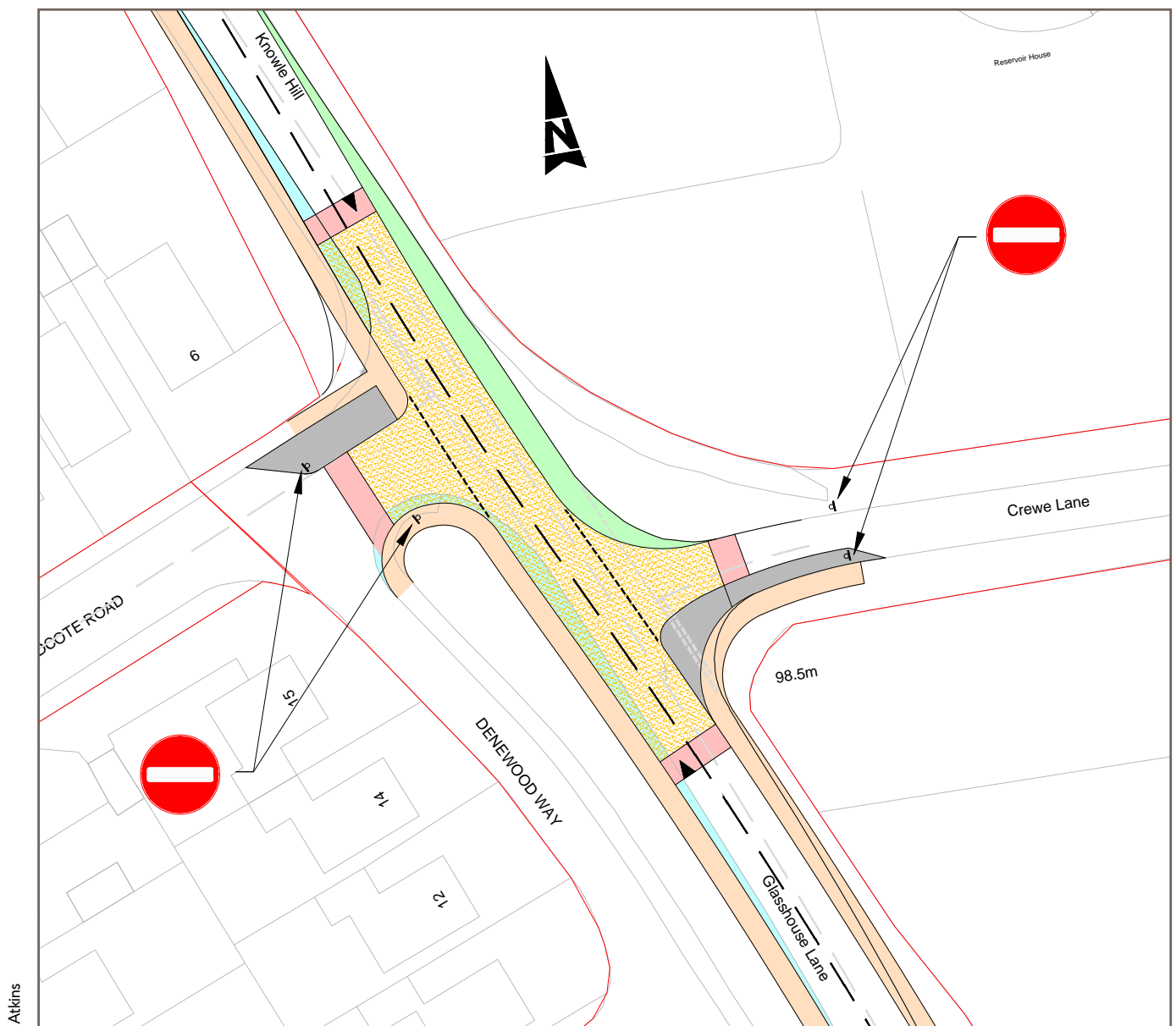
Atkins

Crewe Lane/Glasshouse Lane/Hidcote Road Junction

The current Crewe Lane/Hidcote Road/Knowle Hill staggered junction is located just outside the north eastern boundary of the site. It is located at the crest of a hill and an existing hedgerow limits visibility on Crewe Lane when approaching Glasshouse Lane. The proposed development, including the new secondary school, is likely to increase traffic flows passing through the junction and therefore the feasibility of different junction improvements has been considered in the Kenilworth Transport Study.

Various options to ensure a safe and effective arrangement were considered with the preferred option, shown in Figure 28 including a combination of measures that were considered. This includes restricting access from Crewe Lane as well as traffic calming measures at the junction. This would improve junction visibility, simplify movements at the junction, calm traffic approaching the development site and improve pedestrian and cycle provision. The scheme in Figure 28 would also prevent access from Hidcote Road onto Glasshouse Lane.

Figure 28: Indicative Proposed Crewe Lane/ Glasshouse Lane/Hidcote Road junction



Development Principle 3E: Crewe Lane

- a) The spine road/Crewe Lane junction should be designed as a priority junction, with the north-west section of Crewe Lane forming the minor arm. The spine road/Crewe Lane (east) should provide the mainline and encourage traffic to use the spine road to access Leamington Road and the A46 Stoneleigh Junction. An indicative layout is shown in Figure 28.
- b) The western section of Crewe Lane shall become an in-only junction with no access onto Glasshouse Lane from Crewe Lane, acting as a one-way system on the west section of Crewe Lane. Access to the Golf Course and residential properties on Crewe Lane shall be maintained from the east side of Crewe Lane/Spine Road junction. A footway/cycleway shall be introduced along the southern side of Crewe Lane between Glasshouse Lane and the Crewe Lane/Spine Road junction.
- c) Junction improvements shall be undertaken to the Crewe Lane/Glasshouse Lane/Hidcote Road junction to restrict access from Crewe Lane and introduce traffic calming measures at the junction and provide a safer junction for pedestrians and cyclists to negotiate. The preferred approach is shown in Figure 28.
- d) The spine road junction shall be delivered by developers of the northern parcel of land in H40 to enable access to the northern parcels of land within H40 and to complete the spine road link. The alterations to Crewe Lane shall be delivered, if possible, to encourage modal shift.

Spine Road

Perhaps the most significant new on-site highway infrastructure is the need for a spine road to run north-south through the site connecting the entire site.

The spine road will be the main distributor road running through the proposed development linking Leamington Road in the south and Crewe Lane in the north. The spine road will be used by bus services and will be the main road through the development for north-south movements and will travel through/adjacent the Local Centre.

In order to minimise the impact of development upon a local wildlife site and Ancient Woodland at Glasshouse Spinney and two existing public rights of way (Glasshouse Wood Path and Rocky Lane) and owing to the retention of Woodside Hotel within the site, the route of the spine road shall start from Crewe Lane in the north and Leamington Road in the south with these sections of the spine road both joining Glasshouse Lane thus providing the central section of the spine road along Glasshouse Lane.

Spine road specification:

- The spine road shall run through the northern and southern sections of the site, but run along Glasshouse Lane in the middle section of the development site;
- The southern section of the spine road shall run from A452 Leamington Road to the south to a junction with Glasshouse Lane in the vicinity of Heyville Croft;
- Glasshouse Lane where it becomes the central part of the spine road will require upgrading to the same specification as the northern and southern sections of the spine road, but would only require footway provision on the east side of the carriageway;

- The northern section of the spine road will connect with Glasshouse Lane, north of the retained Woodside Conference Centre and Hotel and in the vicinity of Stansfield Grove, to Crewe Lane to the north of the site;
- The carriageway shall be no less than 6.8m in width;
- It will have a 30mph speed limit, with 20mph when passing zones through/adjacent the Local Centre. Where achievable, it shall be designed to have bends in the road to assist in speed reduction;
- Off-street parking will be designed for residential properties but some ad-hoc on-street parking is assumed and can be accommodated;
- Limited vehicular accesses to residential properties will be supported;
- 2m wide grass verges incorporating street trees of suitable species given the width and proximity to the road and footway/cycleway will be provided on both sides of the carriageway; and
- Footway/cycleway provision shall be provided. Ideally, 4m wide shared footway/cycleways shall be provided on both sides of the carriageway. Figure 29 shows an indicative cross-section of the preferred spine road design.

Figure 30 opposite shows the indicative alignment of the spine road and the key junctions.

Figure 29: Indicative spine road cross-section

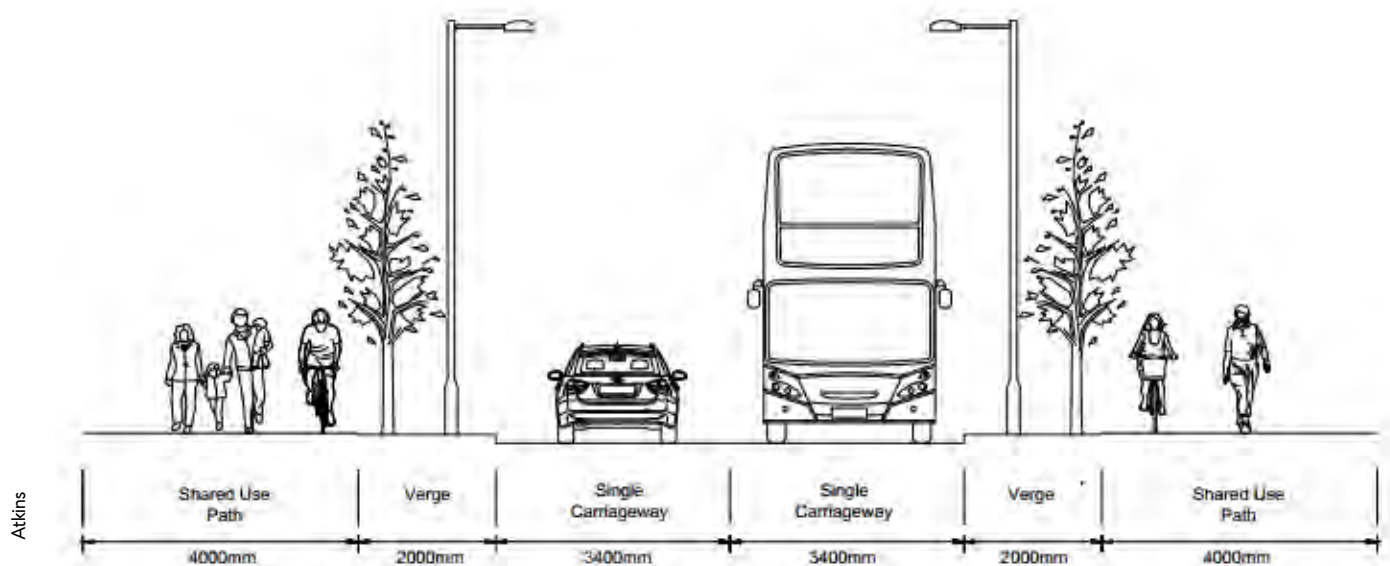
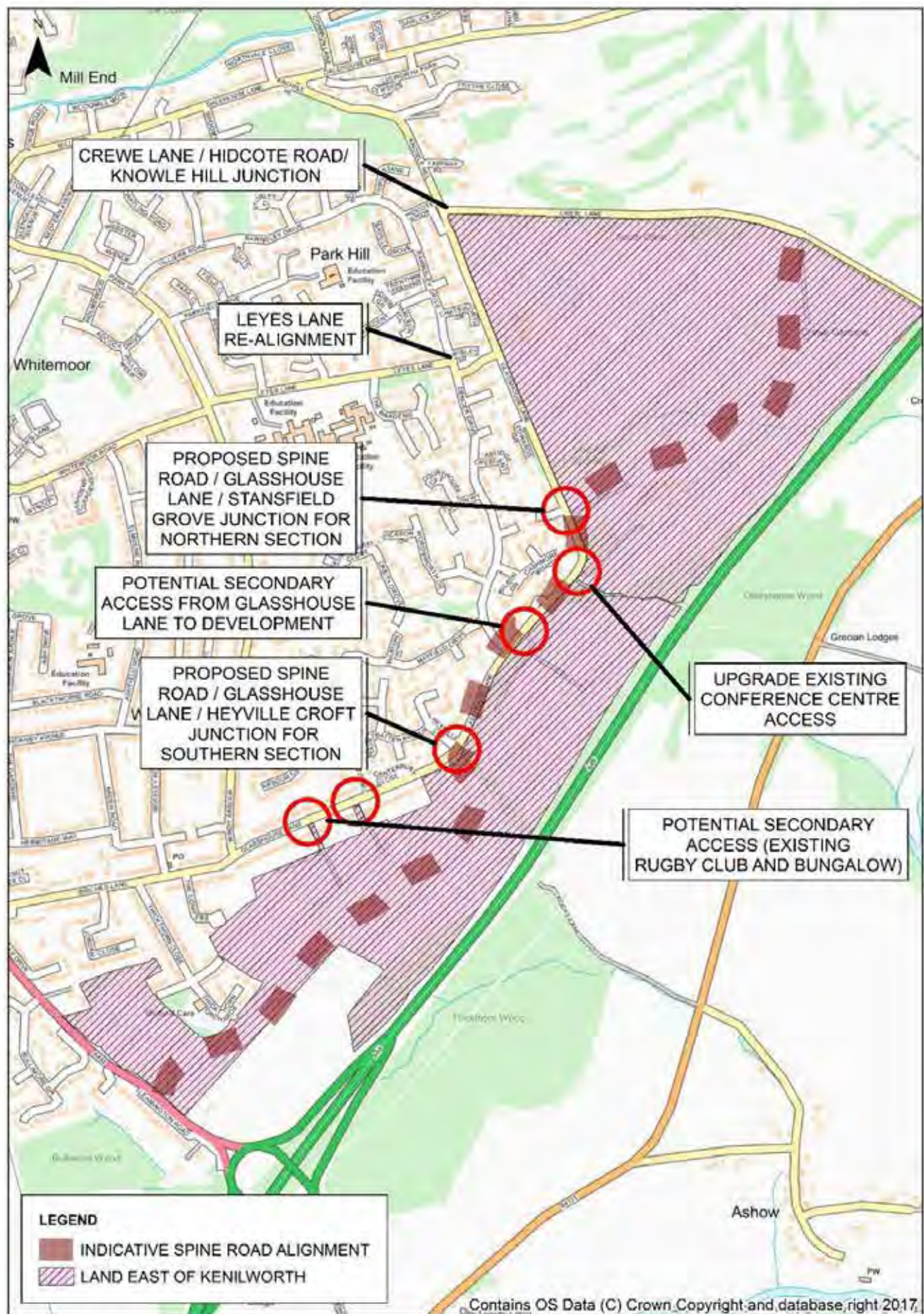


Figure 30 – Indicative Spine Road route and key junctions



Spine Road/Glasshouse Lane/Heyville Croft Junction

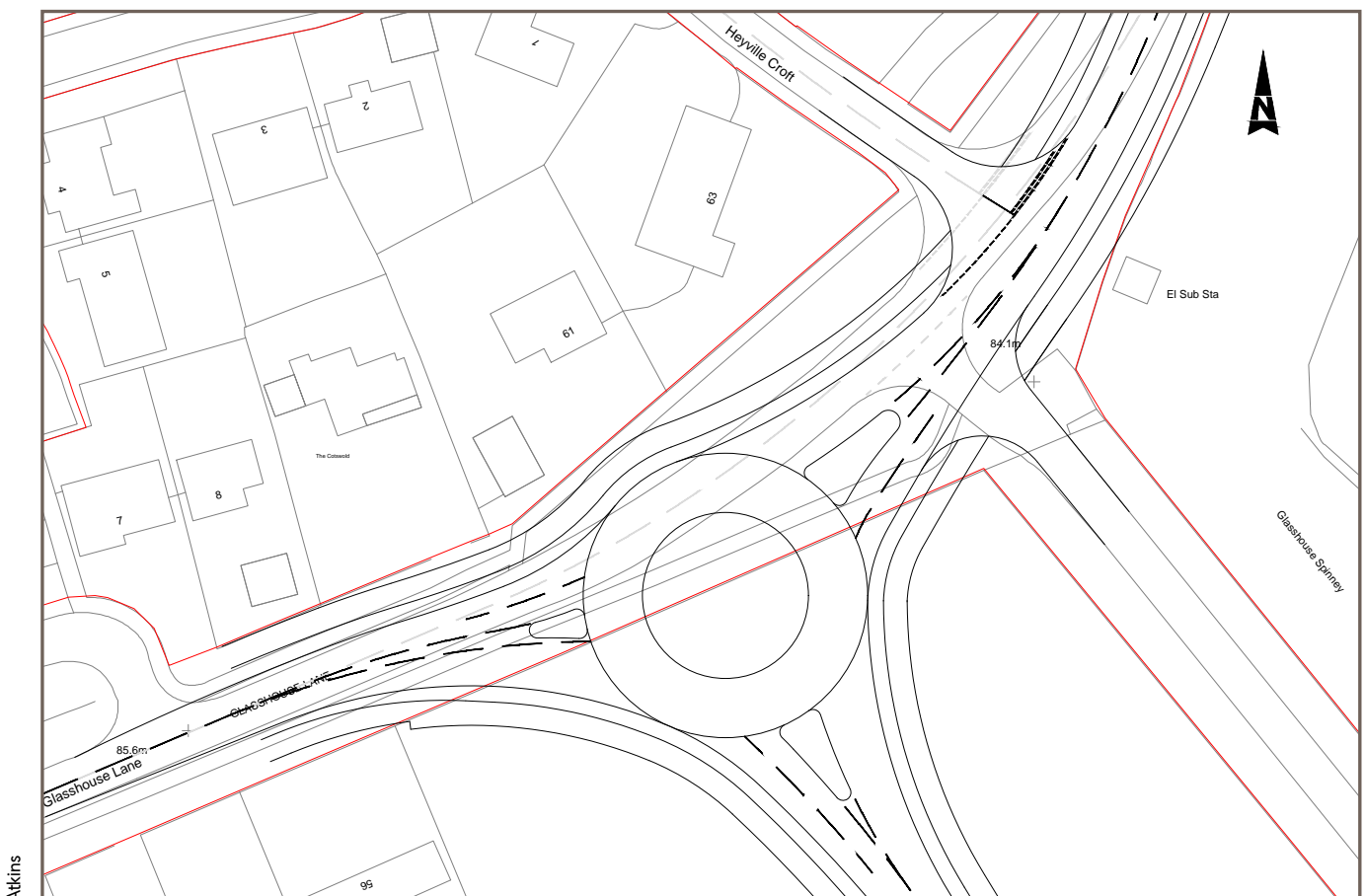
In order to avoid Rocky Lane the spine road will need to connect with Glasshouse Lane which will form the central part of the spine road. A junction will therefore be required to the northern end of the Jersey Farm land in the vicinity of Heyville Croft where there is a gap between existing dwellings on the southern/eastern side of the road and the protected Rocky Lane.

Glasshouse Lane/Heyville Croft is a priority junction with Glasshouse Lane acting as the major arm and runs north to south, and Heyville Croft, acting as the minor arm and serving a residential cul-de-sac to the northwest.

A roundabout is considered the most appropriate junction arrangement and the feasibility of different junctions was considered in the Kenilworth Transport Study. The Study concludes that a 3-arm roundabout arrangement can be accommodated connecting the Spine Road with Glasshouse Lane as indicated in Figure 31. Junction capacity modelling undertaken through the study also highlights that the proposed junction operates well within capacity on all arms during both peaks.

The roundabout would connect the southern and central sections of the Spine Road (the central being an upgraded Glasshouse Lane) and also provide access to the southern part of Glasshouse Lane which runs into Birches Lane. This option also provides a separate priority junction for Heyville Croft and maintains pedestrian and cycle access to Rocky Lane. As part of the upgraded Glasshouse Lane forming the central Spine Road, pedestrian and cycle access will be able to continue along the road with suitable crossing facilities at key junctions. In the detailed design of this junction it will be expected that consideration is given to designing and siting the junction in such a way to minimise impact upon residential amenity and ensure all existing residential properties have suitable access arrangements.

Figure 31: Glasshouse Lane/Spine Road/Heyville Croft 3-arm roundabout arrangement

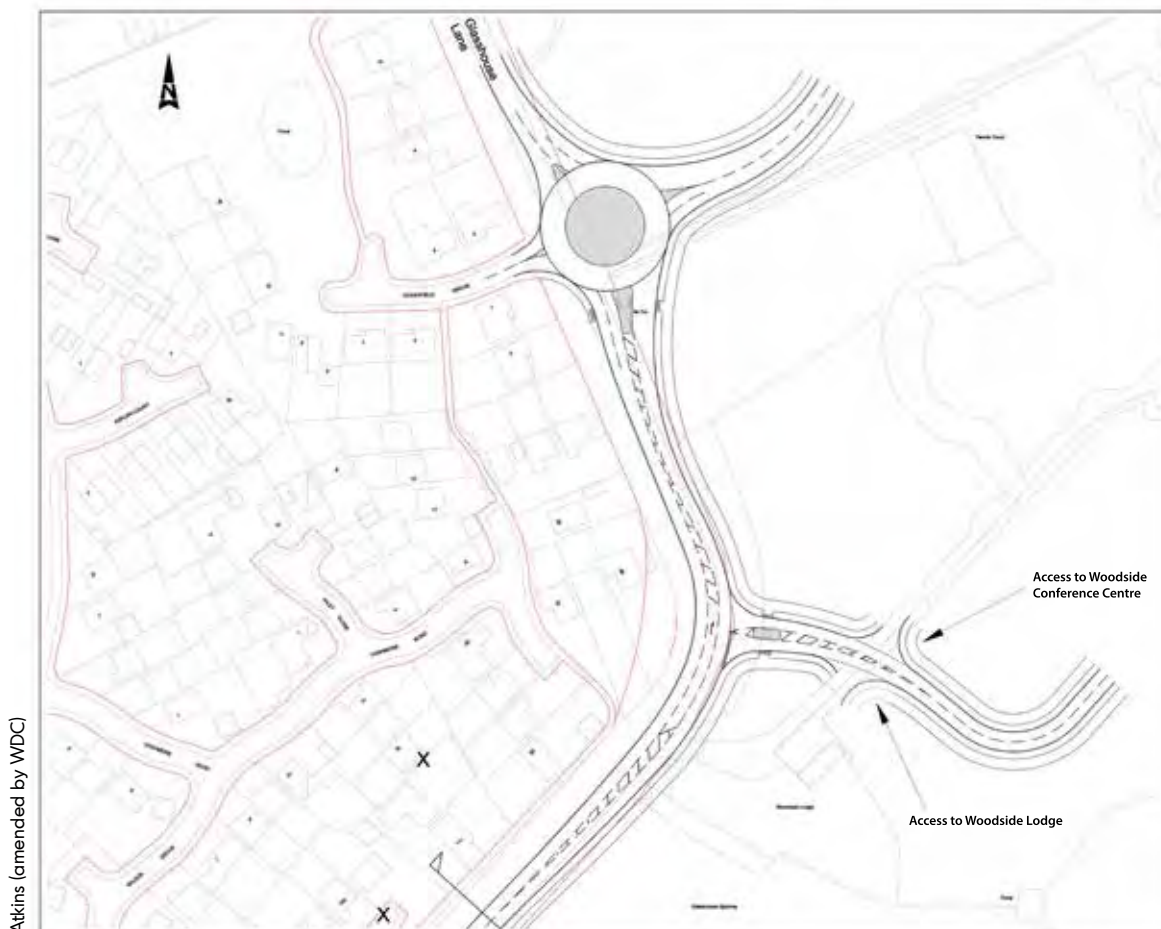


Glasshouse Lane/Spine Road Northern Section/Stansfield Grove junction and upgraded Woodside Hotel Access

Given the likely retention of Woodside Lodge and Woodside Hotel, albeit the latter with reduced sized grounds, and the requirement to retain Victoria Spinney, there are limited potential access points for the northern spine road to meet Glasshouse Lane. The preferred option is in the vicinity with Stansfield Grove. Glasshouse Lane/Stansfield Grove is a priority junction with Glasshouse Lane acting as the major arm and running north to south and Stansfield Grove, a short residential cul-de-sac, acting as the minor arm to the west. A secondary access to Woodside Hotel is located opposite to Stansfield Grove.

The Kenilworth Transport Study recommends a 4-arm roundabout junction connecting Glasshouse Lane, the northern section of the Spine Road and Stansfield Grove, as indicated in Figure 32. The junction has been modelled and the junction capacity results highlight that the junction operates well within capacity on all arms during both peaks. In the detailed design of this junction it will be expected that consideration is given to designing and siting the junction in such a way to minimise impact upon residential amenity and ensure all existing residential properties have suitable access arrangements.

Figure 32: Glasshouse Lane and Northern Spine Road Section Junction



Access into Woodside Hotel and Conference Centre is currently precarious owing to the speed of traffic, the bend in Glasshouse Lane and the sharp turn into the site. The Kenilworth Transport Study has considered an alternative access arrangement to address this concern, which would see the Woodside Hotel access being relocated approximately 25m north to achieve improved visibility splays and provide a right turn lane (see Figure 32). This would also have the potential to form a secondary access to the residential development with a priority junction providing access to the hotel.

Central Spine Road Section

Glasshouse Lane between Heyville Croft and Stansfield Grove is constructed to a good standard. However, for the road to serve as an effective Spine Road additional highways land is required to alter the geometry of the road and enable pedestrian and cycle provision on the eastern side of the road. Figure 33 below indicates where additional highways land will be required.

Figure 33: Upgrading of Glasshouse Lane

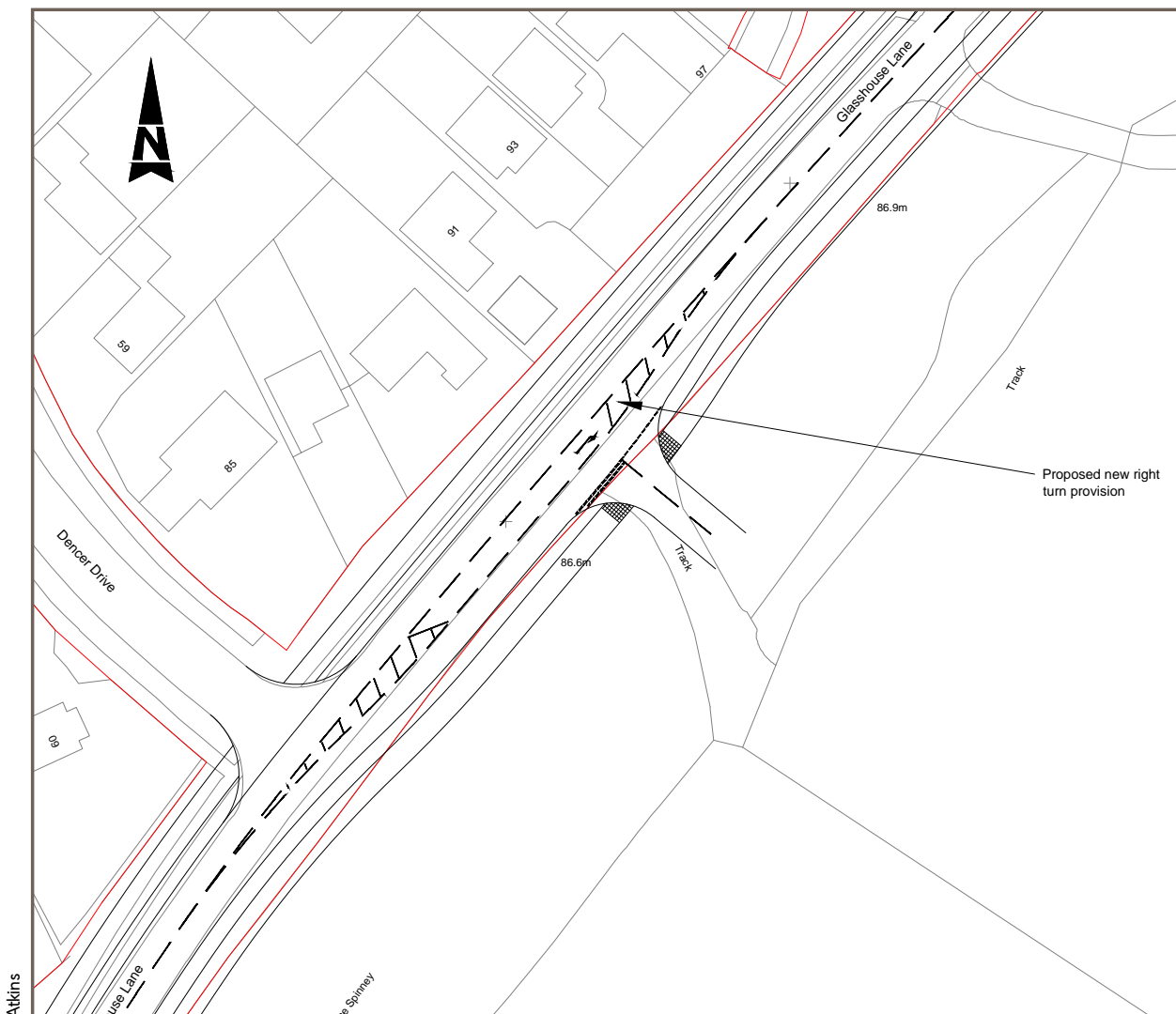


Glasshouse Lane/Central Land Parcel (Sports club sites) Access Junction

With the route of the Spine Road avoiding Glasshouse Spinney, appropriate access must be provided into the central parcel of land which will provide a mix of uses as identified in the Indicative Masterplan within this Development Brief. The Kenilworth Transport Study has identified a suitable location for an access as being to the north of Dencer Drive in the vicinity of the existing Rugby Club access as shown in Figure 34. An access in this arrangement will have the least impact upon Glasshouse Spinney as there is already an access track serving the sports club.

A junction capacity analysis has been undertaken which demonstrates that this arrangement would work well within acceptable thresholds of capacity on all arms across both peaks.

Figure 34: Glasshouse Lane/Central Land Parcel Access



Development Principle 3F: Spine Road

A spine road shall be provided in a north/south direction within the site. The spine road shall accord with the following:

- a) The specification of the spine road shall adhere to the 'Spine road specification' set out in this Development Brief;
- b) The southern spine road access shall be taken from Leamington Road and it is recommended that a junction is provided in a similar location and of a similar design to that identified in Figure 26 'Indicative access arrangement for Thickthorn';
- c) The northern spine road access shall be taken from Crewe Lane and it is recommended that a junction is provided in a similar location and of a similar design to that in identified in Figure 27 'Indicative Spine Road/Crewe Lane junction layout';
- d) The part of Glasshouse Lane forming the central section of Spine Road shall be upgraded and widened to enable pedestrian and cycle provision to the eastern side of the road;

- e) A new access shall be provided into the central parcel of the site preferably broadly in the location of the existing Rugby Club site access;
- f) Developers of land within H40 shall provide the spine road accesses and junctions relating to the northern Spine Road section, developers of land within the southern part of H06 (south of Rocky Lane) shall provide the Spine Road accesses and junctions relating to the southern Spine Road section and developers of the central parcel of land between Rocky Lane/ Glasshouse Wood Path shall provide for the central Spine Road widening improvements.

Other Accesses

Should a part of the education allocation, ED2, be developed for housing, any access into the site should have an appropriate relationship with and pay due consideration to the identified Crewe Lane/ Glasshouse Lane and the new Secondary School access. A residential access onto Glasshouse Lane within the vicinity of Crewe Lane is unlikely to be considered acceptable unless and until the Crewe Lane/Glasshouse Lane junction improvements have been completed.

It is anticipated and recommended that Kenilworth School will be accessed from Glasshouse Lane. Appropriate pedestrian and cycle facilities shall be provided to enable safe access to the school and also a crossing facility over Glasshouse Lane to ensure that the school is suitably connected to the existing town. An off-highway drop-off area should be provided to minimise the impact upon the safe flow of traffic on Glasshouse Lane. Should some housing within the site be constructed prior to the opening of Kenilworth School, developers of that housing shall provide for a crossing facility to provide safe crossing facilities to enable pupils to safely reach the existing Kenilworth School.

Further potential accesses may include:

- Access off Glasshouse Lane into Jersey Farm land (currently providing access to a bungalow)
- Access off Glasshouse Lane into Kenilworth Rugby Club (freehold site)
- Accesses off Thickthorn Close (west and east).

These potential accesses will be considered inappropriate as main access points into the wider site so should not connect directly to the spine road. It is likely that the number of dwellings accessed off Thickthorn Close will be limited and through routes to the Spine Road will not be supported for vehicles but will be required for walking and cycling.

Impact upon residential amenity will be a consideration when assessing the suitability of these four access points. While not proposed for vehicular access through to the spine road, the accesses do offer good potential for use as emergency access points and enable opportunities for good walking and cycling connectivity to the existing town. Any development off these accesses would need to demonstrate an acceptable impact upon the wider highway network as well as providing appropriate connectivity with the remainder of the site.

Development Principle 3G: Other Accesses

The development shall accord with the following guidance:

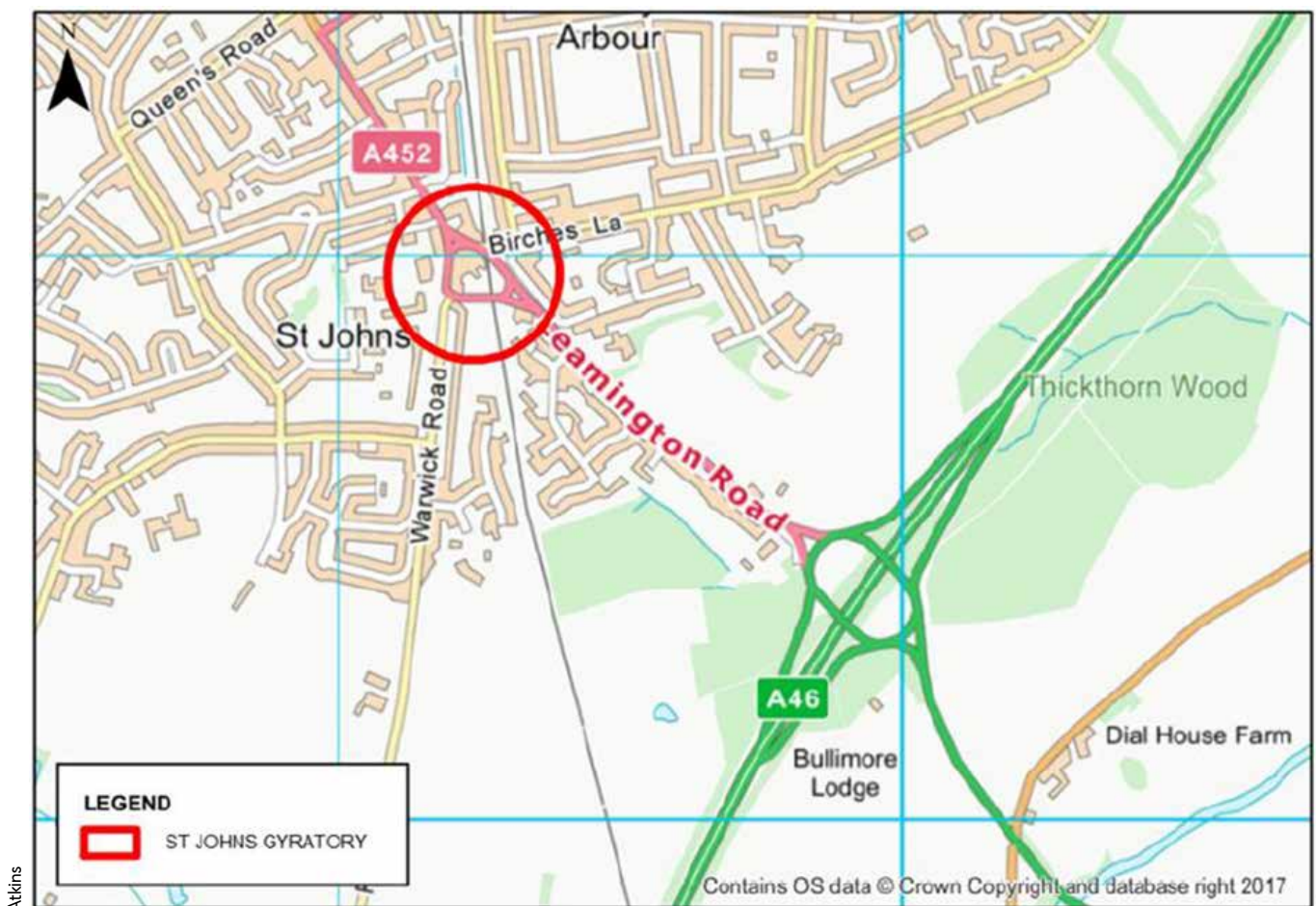
- a) Appropriate access shall be provided to serve the new Kenilworth School. This shall be off Glasshouse Lane and the school shall provide an off-highway drop-off area. Suitable pedestrian crossing facilities shall be provided across Glasshouse Lane and pedestrian and cycle infrastructure shall encourage pupils to use sustainable travel from all residential areas within the Land East of Kenilworth site.

- b) Should any part of ED2 be developed for residential purposes, a suitably designed access into the site shall be provided. Access to the site must also be located and designed giving due regard to the proposed Secondary School site access;
- c) Further secondary accesses into the site may be supported to serve a small number of dwellings; act as emergency accesses; and/or provide sustainable travel links to existing residential areas.

Off-site Highway Improvements

St John's Gyratory

Figure 35: St.John's Gyratory Location



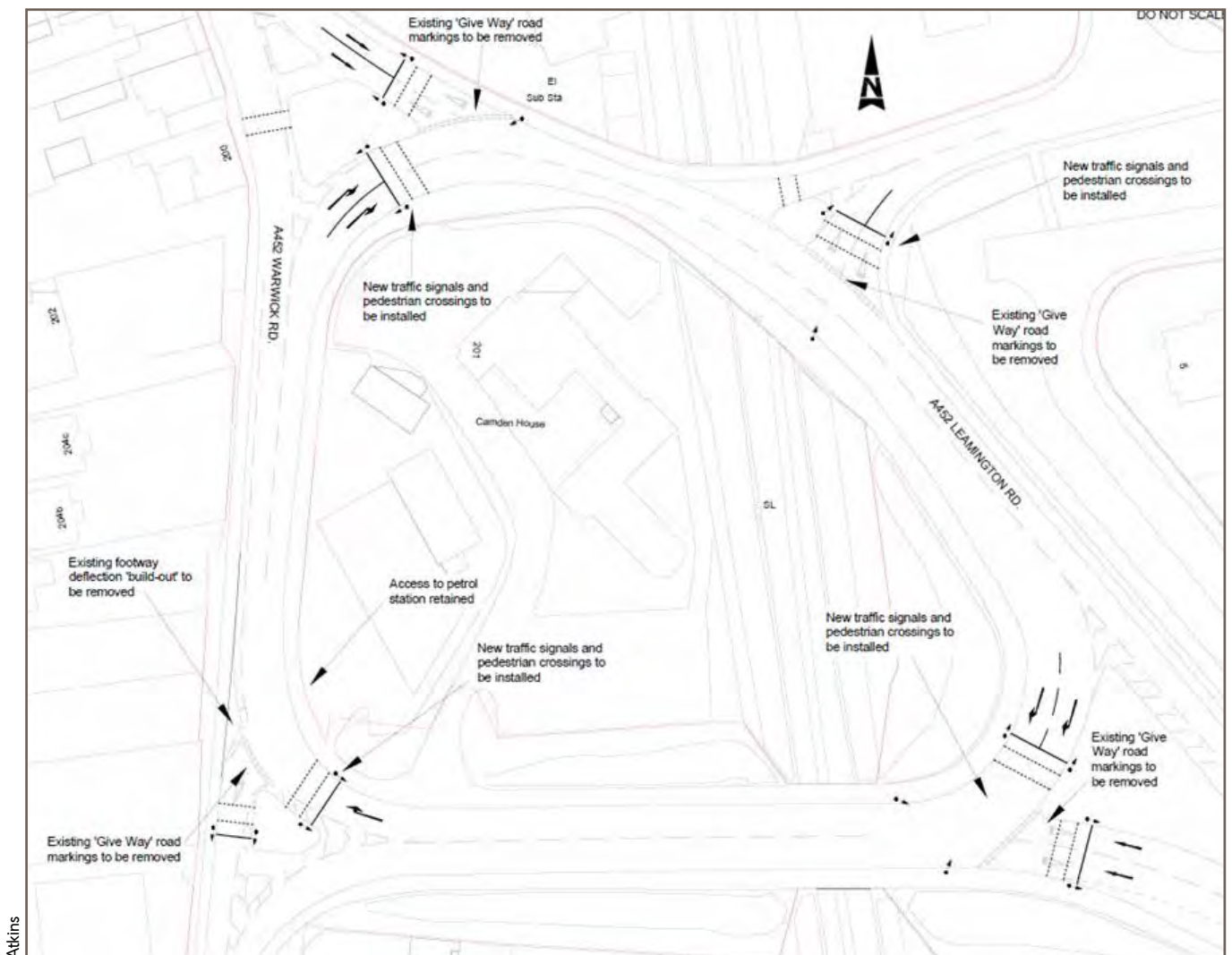
Junction capacity results have shown the Warwick Road arm of the junction to be over capacity in both peaks when modelled with the 2029 Local Plan Model and therefore junction improvements are required to be delivered to ensure the successful operating of this key junction linking the town centre with Thickthorn roundabout, Leek Wootton and Birches Lane.

The Kenilworth Transport Study has considered the feasibility of junction improvements to the St. John's Gyratory including changing the priority of the junction so that the gyratory gives way to the approach arms, full signalisation, roundabouts on the main approach arm junctions and localised improvements on the Warwick Road approach.

Having undertaken the analysis the preferred option is the full signalisation of the gyratory at the Warwick Road and Leamington Road junctions. Further consideration will be given to whether or not Birches Lane should be signalised. The preferred option is shown in Figure 36. This option could be accommodated within the existing layout with only minor geometrical alterations to kerbs and lining. The footway adjacent to the petrol station on Warwick Road would however be lost and the impact of this on visibility requirements for vehicles exiting the petrol station will need to be considered further by applicants. Access to the existing petrol station from Warwick Road could be retained and this solution would allow for increased opportunities to provide controlled pedestrian and cycle crossing points.

The alterations are likely to provide minor improvements to traffic flows during peak times and would provide increased control to manage queuing and delay. Integration with proposed signalised junctions further south on Leamington Road and at the A46/A452 junction could improve vehicle flow during peak times.

Figure 36: St John's Gyratory Signalisation

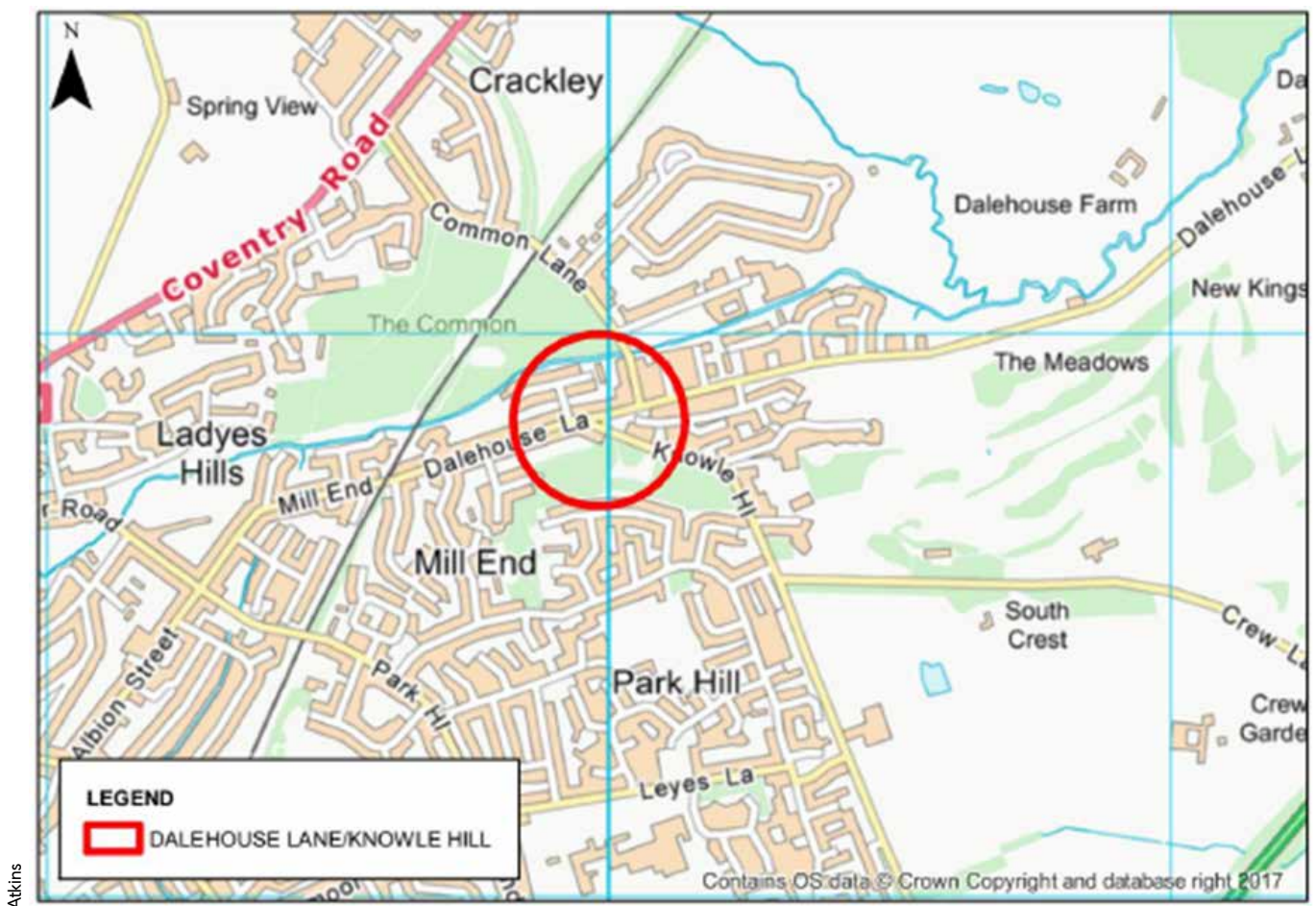


Development Principle 3H: St.John's Gyratory Improvements

Given existing capacity constraints, at a very early stage in the development of the site, full signalisation of the St.John's Gyratory shall have been delivered in accordance with a scheme agreed by the Local Highway Authority. The scheme shall include cycle/footway improvements where possible. All new development shown to have a material impact at this location shall contribute towards these improvements through s106 contributions.

Dalehouse Lane

Figure 37: Dalehouse Lane/Knowle Hill location

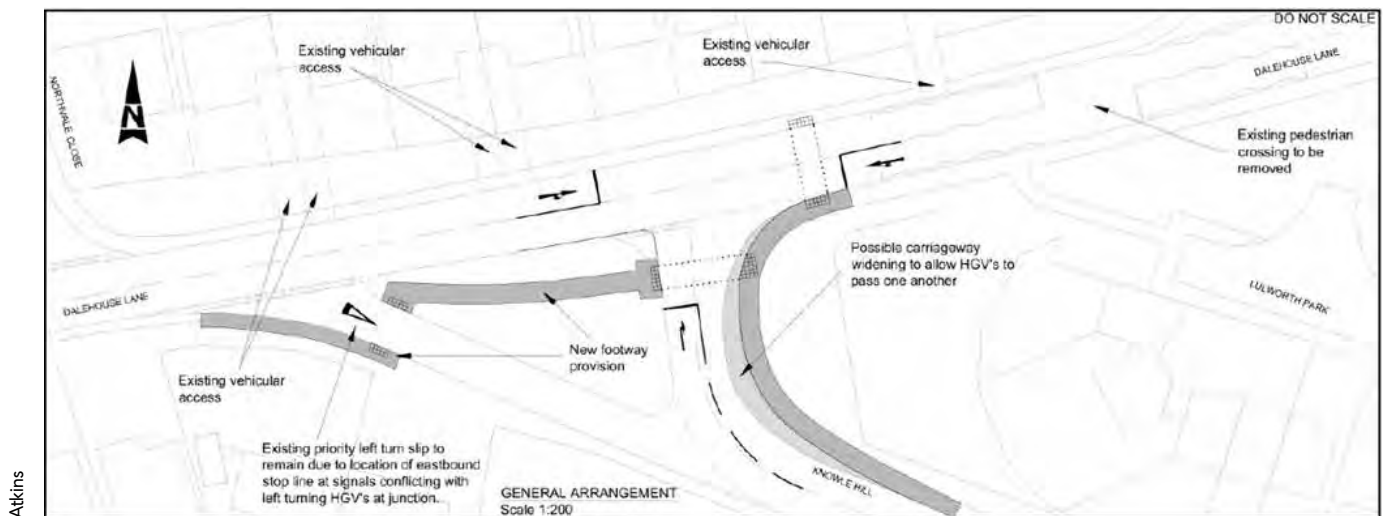


The Dalehouse Lane/Knowle Hill priority junction is located to the north-west of the site, with Knowle Hill adjoining Glasshouse Lane near to the site. The approach arm from Knowle Hill is split by an island for left and right turners respectively. Given the relationship of this junction to the site the junction has been analysed to consider the impact of development upon its operation.

The analysis, considering 2029 Local Plan flows, highlights right turn movements from Knowle Hill are not operating within capacity during the AM Peak. It is recommended that a signalised junction arrangement is implemented to accommodate the proposed development flows. Figure 38 shows an indicative signalised arrangement at the junction which would both improve performance of the junction and present an opportunity to incorporate the existing pedestrian crossing on Dalehouse Lane to improve pedestrian and cycle connectivity and minimise delay for motorists.

In the detailed design of the junction scheme it will be important for consideration to be given to the steep gradient of Knowle Hill.

Figure 38: Dalehouse Lane/Knowle Hill Signalised Priority Junction Arrangement



Development Principle 3I: Dalehouse Lane/Knowle Hill Junction Improvements

At an early stage in the development of the site, junction improvements to improve the capacity and performance of the Dalehouse Lane/Knowle Hill Junction shall be undertaken in accordance with a scheme to be designed and delivered by the Local Highway Authority. All developments within the site, regardless of land use, notably impacting upon this junction shall contribute towards these improvements through s106 contributions shall contribute towards these improvements through s106 contributions.

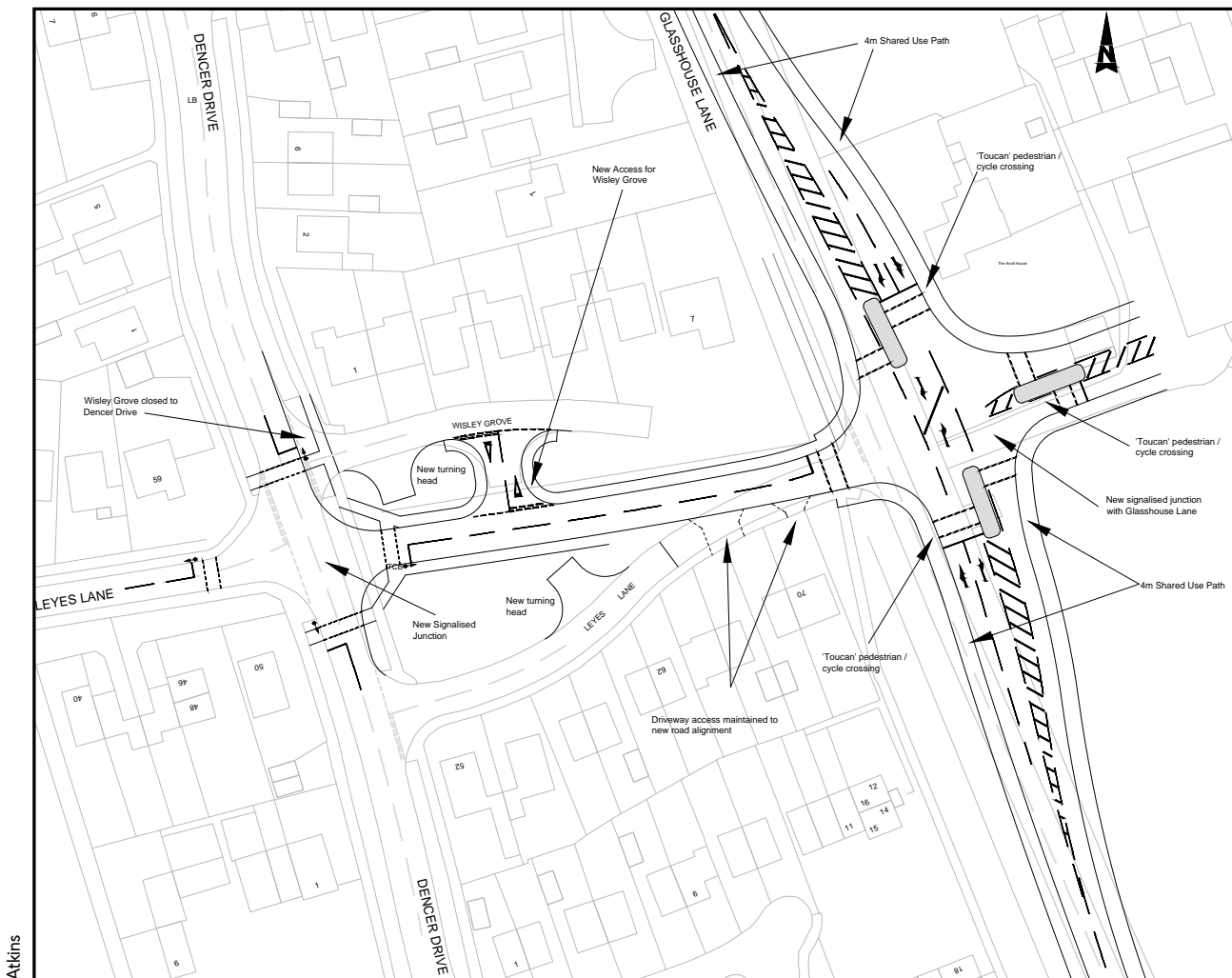
Leyes Lane Realignment

The eastern end of Leyes Lane involves a staggered crossroads arrangement that requires a right turn onto Dencer Drive for approximately 25m before continuing onto Leyes Lane where the road then meets Glasshouse Lane.

In order to improve legibility, highway safety and minimise journey times to the new school and generally to Land East of Kenilworth from much of the existing town the feasibility of options to improve the highway alignment for anticipated increases in flows from the development and the relocated school has been undertaken as part of the Kenilworth Transport Study. This included a signalised crossroads arrangement and a compact roundabout arrangement.

The Study concluded that a signalised crossroads arrangement would be preferable, as this would provide more continuity between junctions and improved pedestrian and cycle crossing facilities (see Figure 39).

Figure 39: Indicative Leyes Lane/Dencer Drive Signalised Junction



Development Principle 3J: Realignment of Leyes Lane

Contributions will be sought from residential developments and developers for the new school towards a scheme for the realignment of Leyes Lane to be agreed by the Local Highway Authority. The realignment of Leyes Lane shall be completed prior to the use of the new Secondary School.

Other Off-Site Highway Works – It is possible that there will be further off-site highway works required and that development on the site may be required to contribute towards those works. Detailed Transport Assessments prepared to support and inform planning applications will identify the details of any further off-site schemes that may be necessary. Depending upon the final access arrangements into the southern end of the site and Highways England's plans for signalisation of the Thickthorn Junction, contributions may be sought from developments with regards to this signalisation.

Public Transport

After 53 years without a railway station within the town, a re-built Kenilworth Railway Station opened on 30th April 2018 and provides a stop on an hourly service between Coventry and Royal Leamington Spa. The station offers significant travel opportunities for residents and businesses of the town in terms of accessibility to both employment and leisure opportunities and provides an alternative to the use of the private car. For train travel to be used as a means of travel between the new development sites and neighbouring settlements for these purposes it is essential that there is good connectivity between the site and railway station.

In order to ensure a range of travel options are available to residents of the new housing and to provide access to the employment allocation, education facilities, the Local Centre and community facilities, a public transport system serving these areas and linking them with the town centre and railway station is essential and further links to neighbouring Coventry and towns within the District are also desirable.

Given its location to the edge of town, without careful consideration the new development has the potential to be isolated. However, access to public transport services together with measures to encourage walking and cycling between the new development and these destinations will ensure that a well-connected and sustainable development is delivered.

The main bus service currently serving the town is the Stagecoach X17 service, which operates every 15 minutes from the town to both Coventry and Royal Leamington Spa. Constraints including the urban topology and existing pattern of highways makes it practically impossible to service the site with a simple diversion of current services, without effectively abandoning the vast majority of existing neighbourhoods in Kenilworth served by the routes concerned.

Working with Warwickshire County Council's Public Transport team and Stagecoach (the main bus operator in the area) consideration has been given to how best meet the public transport needs of the development site. The spine road as set out in chapter 7 has the opportunity to act as an alternative corridor for the express bus service X18 between Evesham-Stratford-Warwick-Leamington and Coventry with a 6.7km diversion between the Stoneleigh and Thickthorn A46 junctions.

The area on completion will benefit from four main points of potential access by bus:

- a) The New junction off A452 Leamington Road at the southern end of the site
- b) The Dencer Drive/Glasshouse Lane junction
- c) The Glasshouse Lane/Leyes Lane or Hidcote Road junctions
- d) The New Crewe Lane junction at the northern end of the site

In order for the spine road to be an effective route for buses the carriageway must be no less than 6.2m in width (and widened where necessary on bends) and entirely clear of parked cars. The spine road will need to have priority between Leamington Road and the B4115 Crewe Lane junction (as far as it is possible) to be both economically viable and ensure that the existing nature and function of the X18 service is not unduly compromised. Stagecoach have indicated that it is essential, under all likely conditions, that the bus can make a single trip between the Thickthorn and Stoneleigh Interchanges, including stops to pick up and set down, in no more than 15 minutes each way.

It may also be necessary for a southbound bus priority lane to be added to Crewe Lane to the B4115 Warwick Road junction and bus priority will need to be included in proposals for access into the site from Leamington Road. Alterations to the Thickthorn and Stoneleigh junctions of the A46 are subject to capacity improvement proposals and it is recommended that bus priority is included in design proposals for these areas.

The diversion of the inter-urban Stagecoach service X18 through the development as a whole could be achieved with a single additional bus in the X18 cycle to provide a service every 30 minutes in both directions.

A second half hourly local 'town service' between the development site and Kenilworth Railway Station and Town Centre has also been identified as being necessary and this could operate with a single bus. This would link the new residential, employment land, local centre and community facilities with Kenilworth Railway Station, Kenilworth Town Centre retailing and other businesses and existing medical centres.

S106 contributions will be sought from developers for the purpose of covering the costs of the re-directed X18 service and the bus subsidy cost of operating the town service. The X18 diversion could be achieved through the developer and Stagecoach Midlands both entering into a legal agreement or through pooled contributions payable to the Local Planning Authority or Warwickshire County Council as the Local Highway Authority. For the town service, as each new major development is applied for, the respective developer will be asked to make a contribution towards funding the extension and frequency enhancement of the town based service over a period of time necessary to appropriately serve occupiers of the new development. Indicative costs at the time of writing suggest a total cost of providing the local half hourly town service as being in the region of £490,000 over 6 years and the diverted X18 service £450,000 over the same period. At the end of the period of funding it is expected that the routes will be largely self-financing.

Whilst not a requirement, given the air quality benefits of electric buses, developments will be looked upon favourably which seek to incorporate opportunities for the provision of electric buses and electric bus infrastructure.

Figure 40 indicates the routes of the new and diverted services that are recommended to be provided to support the travel needs of the new community.

Figure 40: Future Bus Network Proposals Plan

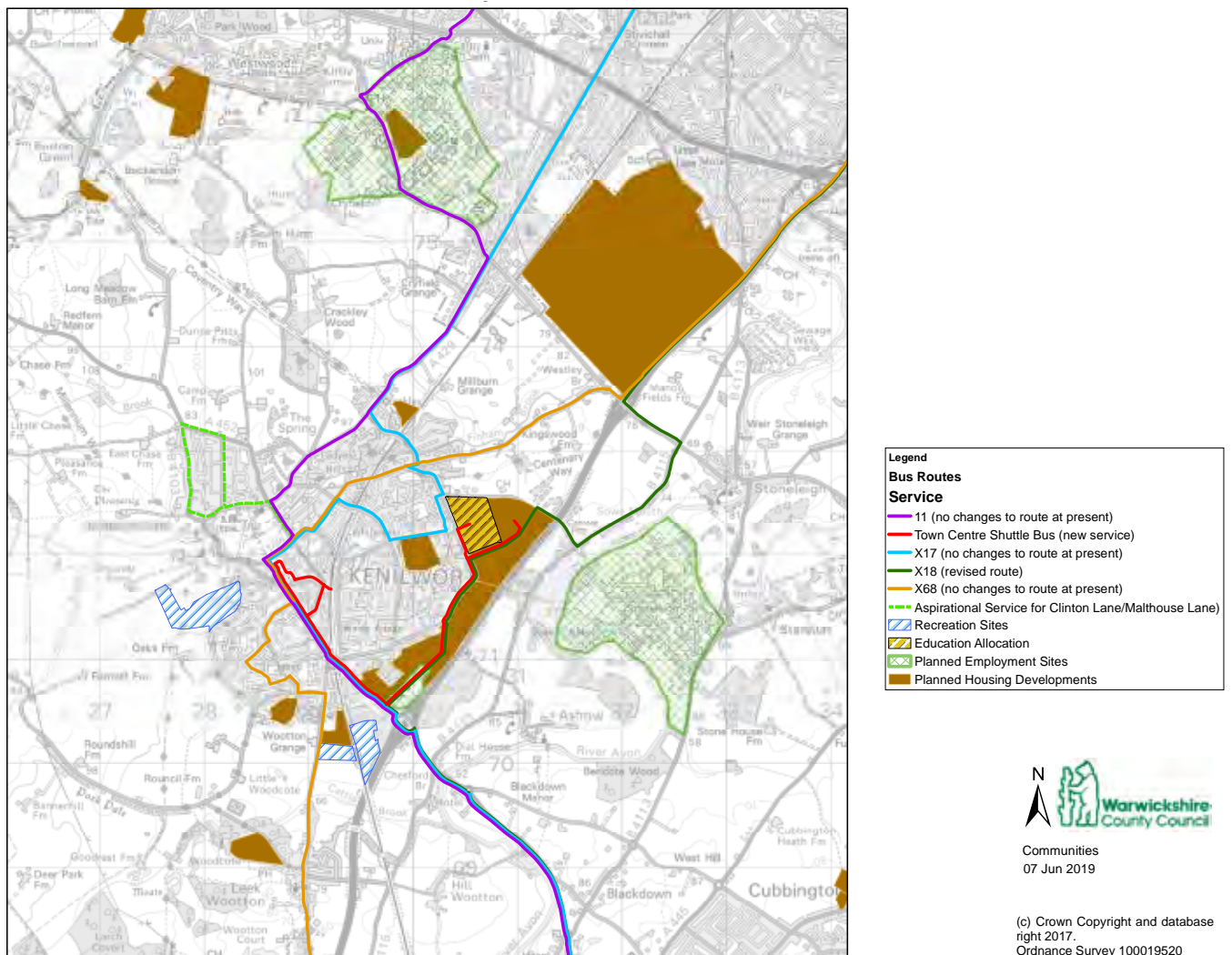
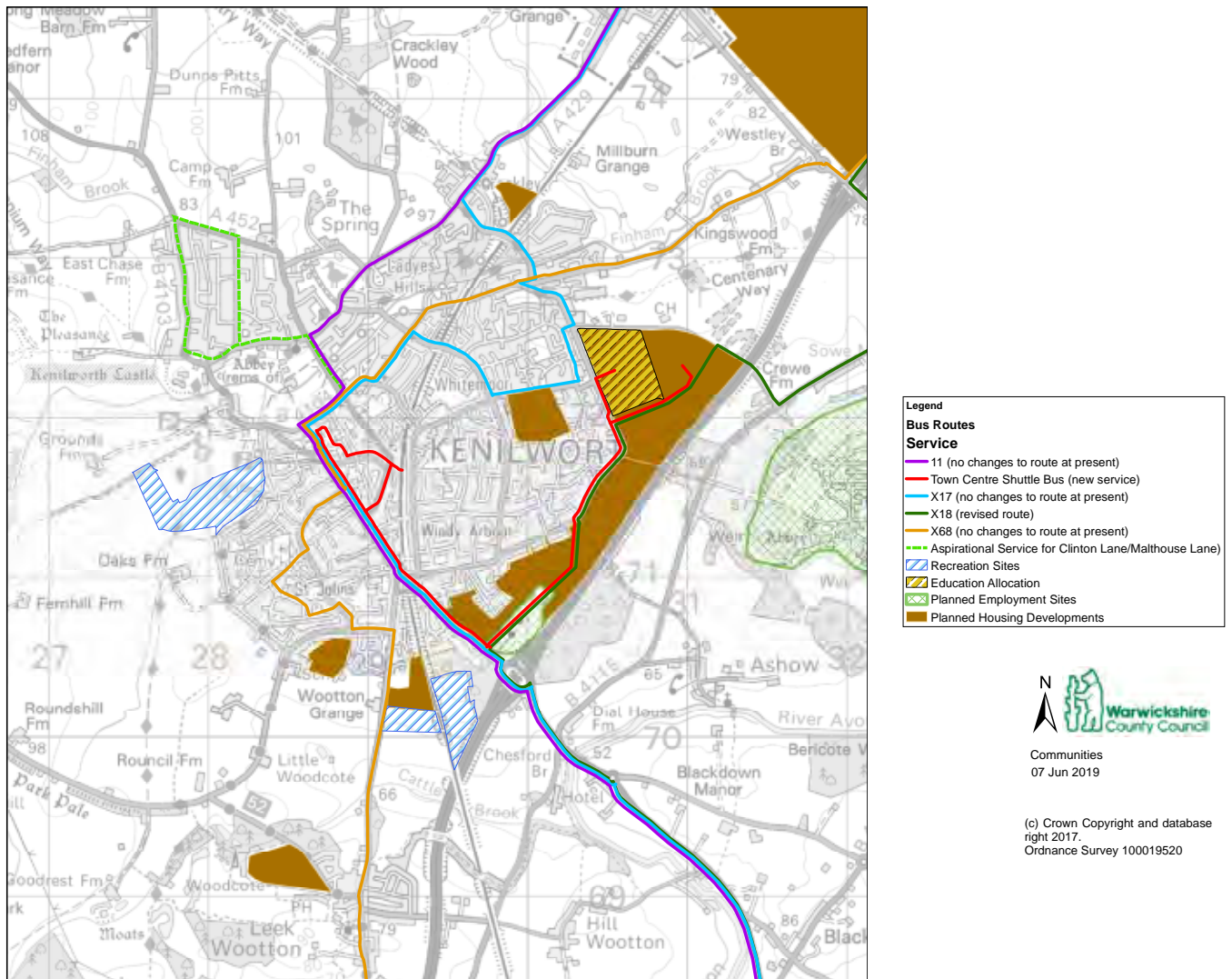


Figure 40a: Future Bus Network Proposals Plan Kenilworth Town



Development Principle 3K: Public Transport Services

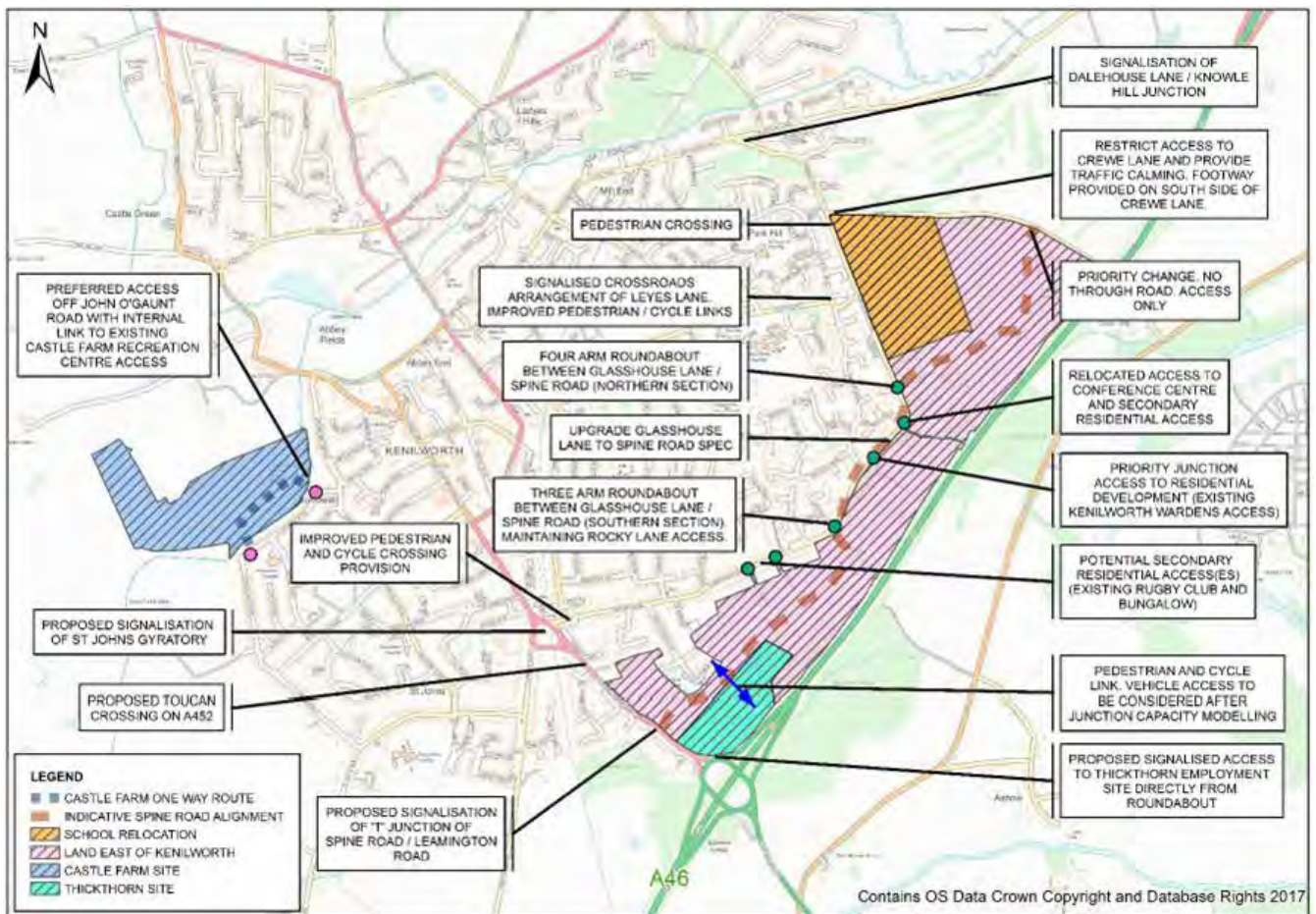
To promote sustainable travel and alternatives to the private car and ensure that the development is well-connected to the existing town and neighbouring settlements development shall accord with the following principles, where applicable:

- a) Developments shall contribute towards the provision of new public transport routes providing access to/from:
 - i. Neighbouring settlements including Coventry, Royal Leamington Spa and Warwick; and
 - ii. Kenilworth Town Centre retailing and medical centres, Kenilworth Railway Station, the new residential, employment land, local centre and community centre within this site;
- b) The spine road and associated junctions shall be designed to accommodate bus movements;
- c) A bus turning facility and lay-over area shall be provided towards the north of the site at a location to be agreed with the Local Planning Authority and Local Highway Authority;
- d) On-street bus stop infrastructure shall be provided within 400m of every new dwelling unless in exceptional circumstances.

Summary of highway infrastructure requirements to deliver an effective and efficient transport system

This section has been informed by the Kenilworth Transport Study and input from the Local Highways Authority. Where recommendations are made these are based on information available at the time of writing and as schemes are developed, further detailed design, junction capacity assessments and Road Safety Audits will be required. A summary of the key recommendations in the Kenilworth Transport Study is shown in Figure 41 (note the references to Castle Farm are not relevant to this Development Brief).

Figure 41: Summary of key highway works



A summary of the key transport schemes to be delivered to ensure that the development has an acceptable impact upon the local highway network is set out in Figure 42 with Table 2 providing the associated key. The table identifies where developers will be expected to contribute towards the funding of highways and transport infrastructure.

Figure 42: Kenilworth Transport Development Plan

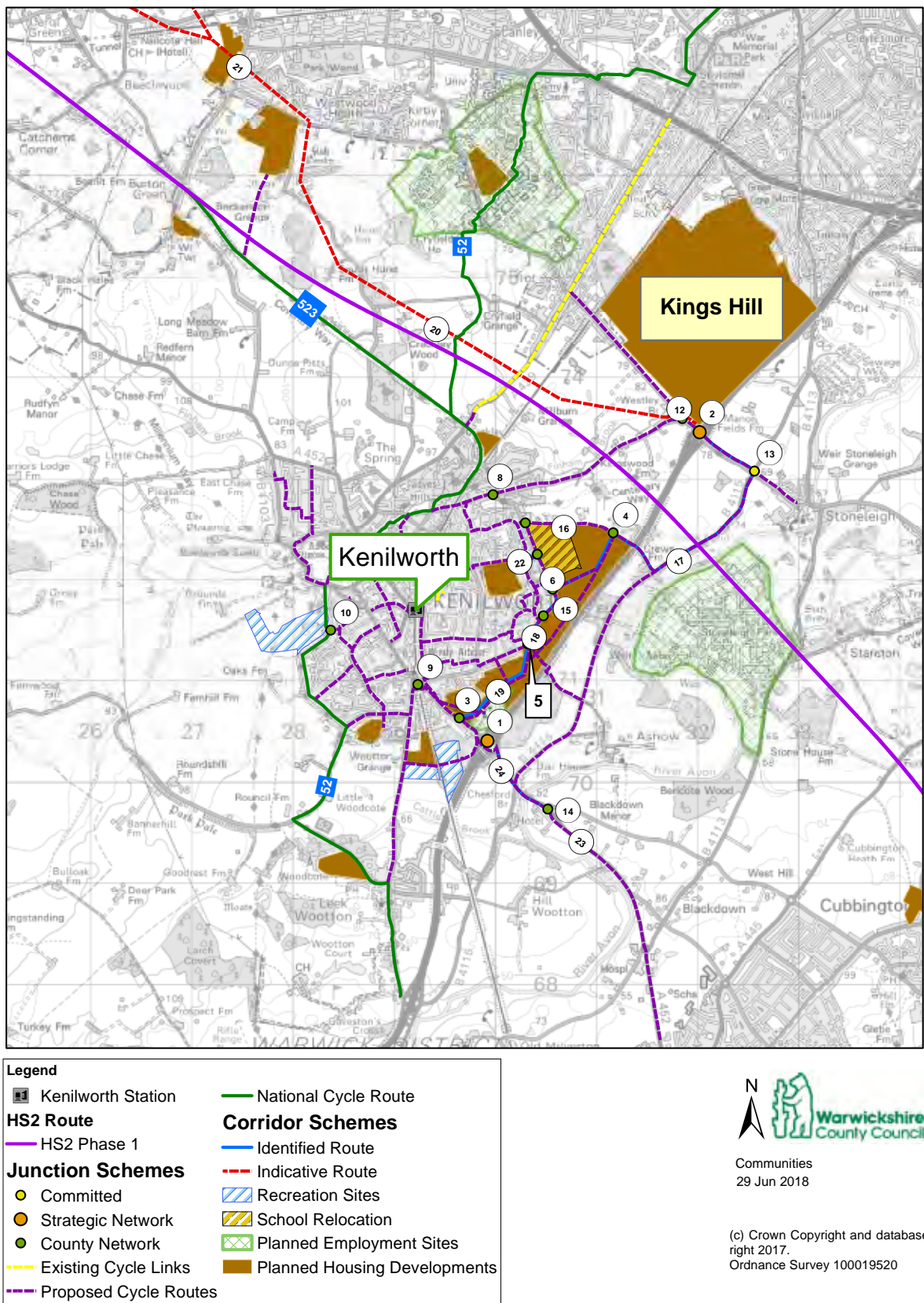


Table 2: Kenilworth Transport Development Plan Key

Map Ref	Scheme	Scheme Description	Est. Delivery Date	Estimated Cost	Funding Sources
1	Thickthorn Junction Improvements	Provision of a signalised roundabout with widening of approaches to 3 lanes and potential for roundabout arm to access employment site. Include infrastructure to connect site with K2L	2023	£17.5m to include dualling to Bericote and improvement to Bericote roundabout (2018 prices)	Potential MRN Funding/ Growth Deal/s106 Agreement/HE RIS Proportionate developer contribution to be determined
2	# A46 Link Road Ph.1; Stoneleigh Junction Improvements	Major upgrade to junction of A46 with C32 Stoneleigh Road & Dalehouse Lane will enable future delivery of A46 Link Road Phase 2 and 3. Junction improvement involves reconfiguration of slips, construction of new bridge and formation of a gyratory layout to junction	2021	£36m (2018 prices)	County Infrastructure Fund/DfT Major Scheme Funding. WMCA Devolution Deal Contributions from east Kenilworth sites not required
3	Thickthorn Development Site Access	Options being considered for the access to the Thickthorn development involving either access from the Thickthorn roundabout and/or an additional signalised junction on the A452 west of Thickthorn. Direct access/egress onto the Thickthorn circulatory is the preferred option for the employment site	2021	Developer-led scheme	s278 To be delivered entirely by the developer for the southern parcel of land
4	Crewe Lane Development Site Access	Priority junction between Crewe Lane and development spine road with the western section of Crewe Lane becoming the minor arm	2020	Developer-led scheme	s278 To be delivered entirely by the Catesby development
5	Glasshouse Lane Development Site Access South	Potential for 3 or 4-arm roundabout serving Glasshouse Lane, Thickthorn development spine road and Heyville Croft	2023	Developer-led scheme	s278 To be delivered entirely by the developer for the southern parcel of land

#Schemes unlikely to require contributions or delivery by East of Kenilworth sites

Map Ref	Scheme	Scheme Description	Est. Delivery Date	Estimated Cost	Funding Sources
6	Glasshouse Lane Development Access North	Proposed 4-arm roundabout serving Glasshouse Lane, Crewe Farm, development spine road and Stansfield Grove. Relocation of Woodside Conference Centre to provide improved visibility	2020	Developer-led scheme	s278 To be delivered entirely by the Catesby development
7	Crewe Lane Restricted Vehicle Movement	Options being explored for realignment of junction, installation of traffic calming measures and restricted vehicle movements	2023	Developer-led scheme / WCC scheme	s278 or s106
8	Knowle Hill/ Dalehouse Lane Junction Improvement	Signalisation of junction incorporating the existing pedestrian crossing to improve connectivity for pedestrians and cyclists	2023	£300,000	s106 or CIL
9	A452 St John's Gyratory Improvement	Signalisation of the four entry arms onto the junction	2021	£1,000,000	s278 or s106
10	# Fishponds Road/Castle Farm Junction Improvement	Existing junction to provide access to Castle Farm Recreation Development		Developer-led scheme	s278 To be delivered entirely by Kenilworth wardens/ WDC as developers(s)
11	Leyes Lane/ Glasshouse Lane Access to School Site	Signalisation of realigned Leyes Lane junction and provision of pedestrian and cycle facilities to improve access to proposed school site	2021	£500,000	s278 To be delivered entirely by the Kenilworth School development
12	# Dalehouse Lane Junction Improvement	Realignment and expansion of Dalehouse Lane/Stoneleigh Road junction as part of A46 Link Road Phase 1	2023	Included with scheme 2	County Infrastructure Fund/DfT Major Scheme Funding. WMCA Devolution Deal
13	# B4115 Stoneleigh Junction Improvement	Signalisation of junction of B4115 and Birmingham Road, Stoneleigh to facilitate link between A452 Leamington Road at Thickthorn and A46 Stoneleigh junction	2021	Developer-led scheme	s106 To be delivered by Stoneleigh Park
14	A452 Bericote Roundabout	Signalisation of the roundabout and provision of Toucan crossing to contribute to K2L cycle scheme	2023	Included with scheme 1	Potential MRN Funding/ Growth Deal/s106 Agreement/HE RIS

Map Ref	Scheme	Scheme Description	Est. Delivery Date	Estimated Cost	Funding Source
15	Secondary Access from Glasshouse Lane to Thickthorn Development	Upgrading of existing Rugby Club access to form priority junction access to Thickthorn development	2023	Developer-led scheme	s278 To be delivered entirely by the developer(s) of the central parcel of land
16	Crewe Lane Pedestrian and Cycle Improvements	Creation of a pedestrian and cycle link between junction with development spine road and Glasshouse Lane/Knowle Hill	2021	Included within 'Cycle Network Improvements' cost	s106
17	Crewe Garden Farm A452/B4115 Link Road Phase 1	Spine road through Crewe Garden Farm development to connect Glasshouse Lane to B4115 and ultimately forming connection to A46 Stoneleigh Junction will include shared pedestrian/cycle provision	2021	Developer-led scheme	s278 To be delivered entirely by the Catesby Development
18	Glasshouse Lane Improvements (A452/B4115 Link Road)	Upgrading of Glasshouse Lane to meet standard of Thickthorn and Crewe Garden Farm development spine roads. Ultimately forming part of A452 to B4115 link will include shared pedestrian/cycle provision	2020	Developer-led scheme	s278 To be delivered entirely by the developers of the central parcel of land
19	Thickthorn A452/B4115 Link Road Phase 2	Spine road through Thickthorn development to connect A452 Leamington Road in the south to Crewe Garden Farm development spine road via Glasshouse Lane. Will ultimately form a connection between the A452 and A46 Stoneleigh junction via B4115 will include shared pedestrian/cycle provision	2024	Developer-led scheme	s278 To be delivered entirely by the developers of the southern parcel of land
20	# A46 Link Road Phase 2	New dual carriageway link from A46 Stoneleigh junction to Westwood Heath via A429 Kenilworth Road will improve accessibility to University of Warwick and surrounding Business Parks and facilitate development	2024	£70m	DfT Major Scheme Funding/MMCA/ Potential MRN

#Schemes unlikely to require contributions or delivery by East of Kenilworth sites

Map Ref	Scheme	Scheme Description	Est. Delivery Date	Estimated Cost	Funding Source
21	# A46 Link Road Phase 3	Continuation of A46 Link Road. Two alternatives being considered to connect to either A452 at A45 with the aim of enhancing connectivity between the Coventry and Warwickshire sub-region and the economic opportunities offered by UK Central. Significant funding from WMCA Devolution Deal	2028	£100m	DfT Major Scheme Funding/WMCA/ Potential MRN
22	Leyes Lane Realignment	Straightening of Leyes Lane and provision of either a signalised junction or compact roundabout where it meets Dencer Drive	2021	£750,000	s106/CIL
23	K2L Kenilworth to Leamington Cycle Scheme	Delivery of Kenilworth to Leamington Cycle route	2023	£2m for Leamington to Bericote section. Remainder delivered as part of A452 dualling scheme	HS2 Road Safety Fund/ Communities Fund/ HE funding/CIL/s106
24	A452 Dualling	Dual carriageway between Thickthorn and Bericote junctions	2023	Included within scheme 1 cost	Potential MRN Funding/ Growth Deal/s106 Agreement/HE RIS
	Cycle Network Improvements	Improvements to Kenilworth Cycle Network to be delivered early to encourage modal shift	TBC	£3,700,000	s106/CIL

Costs are indicative only at the time of writing.

4. Delivery of social and community infrastructure to support the new community

Objective 4: Delivery of social and community infrastructure to support the new community, with a Local Centre and education facilities at the heart of the community

Relevant WDC Policies: Local Plan Policies: DS12 'Allocation of land for Education'; DS15 'Comprehensive Development of Strategic Sites'; TC1 'Protecting and Enhancing the Town Centres'; TC17 'Local Shopping Facilities'; HS1 'Healthy, Safe and Inclusive Communities'; HS6 'Creating Healthy Communities'

Local Centre and Community Facilities

Policy DS11 identifies the need for both a Local Centre (H06) and community facilities (H40) as essential infrastructure to serve the sites. It is envisaged that only one Local Centre incorporating a community centre will be required to serve the development although it may be possible for the main local centre and community facilities to be located separately.

In addition to the town centre, a number of smaller Local Centres are provided within the

town to meet day-to-day needs of residents. The new Local Centre will provide for the needs of the new community whilst also serving existing residents, particularly those to the south east of the town that do not currently benefit from closely located facilities. The indicative masterplan in this Development Brief identifies a suitable location for the Local Centre, fairly centrally located yet near to the employment allocation and proposed public park.

Given the scale of the development and the desirability to minimise vehicular journeys for day-to-day convenience shopping, a Local Centre with a similar extent of provision to Chase Meadow in Warwick or Bannerbrook Park in Coventry is considered to be appropriate. It is considered that this quantum of retailing will not be harmful to the vitality and viability of Kenilworth town centre or existing local centres.

The Local Centre is expected to be a high quality designed destination, both in terms of architecture and the public realm for local convenience retailing and services and shall provide hub for the new community. The Local Centre will be expected to provide facilities to meet the needs of the new community whilst also being accessible to existing residents of eastern Kenilworth. It should be highly accessible by pedestrians and cyclists, be located on or very close to public transport route(s) and include appropriate vehicle and secure cycle parking facilities. It shall also include an external public square, incorporating public art, to provide an attractive meeting place for the community.

The Local Centre and community facilities have the opportunity to contribute towards the sense of place and identity of the development and should be well-designed accordingly. It is desirable for the spine road to run through the Local Centre or parallel immediately adjacent. Traffic speed should be lower as the spine road passes the Local Centre, with buildings forming the Local Centre located on one or both sides of the street, off-street parking and an area of public realm including a public square separating the parking from the buildings.

Residential accommodation will be supported on upper floor uses to assist in the provision of a mix of housing and to support the vitality of the new shops. This could include 1-2 bed residential flats, older persons' accommodation or student accommodation. Building(s) of 3 storeys are considered to be appropriate, with the ground floor comprising commercial/retail units. The buildings should be designed to overlook the Local Centre and provide natural surveillance.

It is important that whilst meeting the day-to-day needs of residents to also ensure that the retail facilities within the Local Centre do not harm the vitality and viability of Kenilworth Town Centre. As such the upper limit on any A1 retail unit will be 500 square metres gross floorspace and other units shall comprise a mix of smaller A1, A2, A3 and A5 units totalling no more than 1,000 square metres floorspace. A diverse range of retailing to serve the needs of the local community is encouraged and will be secured through planning condition(s) where necessary.

One or two larger D1 units, such as a place of worship, may be considered appropriate within the local centre where it can be demonstrated that they meet an unmet local need and can operate harmoniously with neighbouring uses.

A multi-purpose community centre shall be provided for community use by a range of user groups or for public hire. Community facilities are a key factor in the development of sustainable communities and the facility will form a key part of the new community and its integration with the existing town by offering opportunities for the community to meet, stay active, learn new skills and volunteer.

The benefits for developing a local community centre as part of the development include:

- a) providing a local place to come together to socialise
- b) the creation of community cohesion and a sense of belonging

- c) reduces isolation and increases participation of the most excluded
- d) a place where a range of different services can be delivered by different bodies under the same roof
- e) provides an alternative learning environment
- f) encourages participation and engagement
- g) supports the development of community-led activities to meet local needs
- h) motivates local people to volunteer and builds citizenship.

The new community centre will need to be flexible and offer multi-use provision to cater for all age ranges and make a contribution to the newly emerging communities. The location of the centre shall conform to the following recommendations:

- a) located near to other community facilities
- b) situated in or near an area of public open space
- c) the centre shall provide independent access for sports/youth activities
- d) to explore the potential to combine with a place of worship to potentially realise a larger facility that can allow for maximising use of the space by the community and lever in additional resource.

The community centre configuration will be expected to include:

- a) A multi-purpose 2 badminton court size hall
- b) Management office / reception
- c) Meeting rooms of varying sizes
- d) Communal area where a community café can operate from
- e) Professional catering style kitchen
- f) Toilet and changing areas including male/female and disabled facilities
- g) Dedicated outdoor space – hardstanding for basketball, 5 aside etc
- h) Parking

It is recommended that the centre configuration allows for a similar community facility on the site as the Sydni Centre, Sydenham, Royal Leamington Spa. The estimated building costs for a centre that meets the configuration as outlined above is around £2.0m. To accommodate the building requirements, dedicated outdoor space and parking, at least 0.35 hectares of land will be required for the community centre.

It is recommended that the trigger for the centre to be built and the procurement of the centre management is completed to align with 750 dwellings being built on land east of Kenilworth so that there is a healthy customer base to draw on.

The revenue support costs fall into two areas:

- i) Staffing costs – support costs to cover a Centre Manager (F/T at a salary of circa £38,000) and a Community Development Worker (P/T 30 hours at a salary of circa £28,000). This is to ensure that staffing capacity is built in from the start. The role of the centre manager will be to look after the day-to-day running of the centre and the Community Development Worker will support groups and activities within the centre and also have an outreach and engagement function. Both roles play an important role in sustaining a centre.
- ii) Centre running costs
 - Utility costs = £11,180
 - Maintenance costs = £10,740
 - Council tax rates = £6,700
 - Insurance = £5,200
 - Total = £33820 x 5 = £169,100

Detailed requirements relating to the community hub shall be agreed with the Council's Community Partnership Team and the Local Planning Authority.

It is considered that there are benefits to locating the community centre close to the local centre by encouraging linked trips, shared parking facilities and supporting the viability of both uses. Therefore, notwithstanding Policy DS11, in accordance with Policy DS15 requiring the comprehensive redevelopment of the area, the co-location of these facilities in the location shown in the indicative masterplan is the preferred location for the delivery of the facilities.

However, contributions will be sought from all residential developers within the East of Kenilworth site to purchase the community centre land and build this infrastructure. Furthermore, all developers will be expected to contribute towards the revenue support costs outlined above.

Development Principle 4A: Local Centre and Community Centre

The Local Centre shall be provided on-site broadly located as shown on the indicative masterplan and will be a high quality designed and vibrant destination for local residents to meet day-to-day convenience retailing whilst also providing other appropriate uses including community facilities. The centre shall be located in an accessible location that is well connected to the remainder of the site and existing nearby neighbourhoods by foot and cycle and shall be served by public transport. The requirements shall include:

- a) The size of the Local Centre including community facilities shall be a minimum of 0.9 hectares in site area and no greater than 1.5 hectares
- b) The Local Centre shall adhere to the following design principles:
 - A mix of high quality hard and soft landscaping shall be provided and where barriers are required for safety landscaping shall be utilised if appropriate
 - Public realm shall be provided include a new public square/external meeting place to cater for a range of local activities and facilities for external seating

- Car parking shall be off-street in the interests of highway safety and to ensure the continued flow of traffic along the spine road. It shall be designed to ensure that it does not detract from the appearance or function of the public realm. Shared parking shall be provided where appropriate
 - The spine road shall run through the Local Centre or parallel immediately adjacent to it. The buildings should provide a sense of enclosure and definition of the space. A scale of 3 storeys is considered to be appropriate
- c) Retail facilities shall include a convenience store of no more than 500 square metres gross floorspace and a number of smaller A1 (retail), A2 (professional and financial services), A3 (restaurants and cafés) and A5 (hot food takeaway) units cumulatively totalling no more than 1,000 square metres gross floorspace. A diverse range of retailing to serve the needs of the local community is encouraged and it is recommended that A1 uses are the predominant use. Planning applications relating to the Local Centre shall provide evidence to justify the mix of uses although some flexibility will be supported in order to allow the centre to easily adapt to changing needs over time
 - d) In addition to the 1,000 square metres gross floor space for retailing a large A3 use to serve the existing and new community will be supported and encouraged as an integral part of the Local Centre and shall comprise no more than 550 square metres in gross floorspace. One or two larger D1 (non-residential institution) uses may also be supported within the Local Centre where it can be demonstrated that they meet an unmet local need and do not harm the vitality and viability of the Town Centre
 - e) A multi-purpose community centre on a site at least 0.35 hectares in area including useable internal and external space shall be provided within the development in accordance with the general guidance above and detailed requirements to be set out by the Council's Community Partnership Team and the Local Planning Authority. To aid the sustainability of the community centre revenue costs for the initial years of the centre shall be borne by developers
 - f) Residential accommodation will be supported on upper floors within the Local Centre

Notwithstanding the above requirements, if an applicant demonstrates to the satisfaction of the Local Planning Authority that they are able to deliver facilities in an alternative form to that stated whilst still delivering the benefits desired, the Local Planning Authority will consider a flexible approach to the interpretation of this development principle.

Education facilities

Schools are essential social infrastructure to support a community and can play a vital part in community life.

Land is allocated in the Local Plan at Southcrest Farm for education use (as shown in figure 3) and the Local Plan highlights that there is a need for both new primary and education provision to serve the new development.

Kenilworth School is the only secondary school serving the town. The school plays an integral part in the community and in addition to its educational facilities, community sports facilities are operated on the Leyes Lane site outside of school hours.

The split site arrangement of the school however causes operational challenges and on-site buildings are ageing. The school is keen to move to a new purpose built school on a single site to accommodate the existing intake and pupils from the new homes on allocated sites within the town. Following an extensive review of potential sites for relocation the Southcrest Farm site was considered the most appropriate site for the relocation.

Allocation ED2 includes land to allow for the relocation and expansion of Kenilworth School (secondary and sixth-form school) onto the site to form a 2,200 pupil place school. The new school will be funded by Kenilworth School through the sale of their existing school sites, £9.6m Housing Infrastructure Fund money secured by Warwick District Council in partnership with the school and Section 106 contributions. Developers of residential land within Land East of Kenilworth will be expected to contribute towards the provision of additional school places (over and above the existing intake) both in terms of build costs and costs associated with the purchase of land. The school hope to move to the new site and be operational from September 2021.

The impact of existing birth rate growth will require the expansion of one or more of the existing primary schools within the town. As a result some initial housing growth can be catered for without the need for a completely new facility at the outset. However the proposed level of growth in Kenilworth will require the provision of new primary schools.

It is estimated that the quantum of new homes in Kenilworth will produce an additional 2 to 3 new forms of entry of children, per year group, requiring a school place. Two 1-form entry primary schools will be required within Land East of Kenilworth each with a land requirement of 1.5 hectares which will also allow for future expansion. It is envisaged that both schools will include year groups from reception through to year 6 and they shall be built to support the delivery of pre-school and wrap-around care. In line with Government policy it is envisaged that the schools will come forward as Free Schools. The County Council, District Council, The Regional Schools Commissioner and the Education Skills and Funding Agency (ESFA) will work closely to identify a sponsor for each school as well as working with Developers to ensure that each school is delivered at the appropriated time.

The expansion of an existing school should support the delivery of up to 1,000 homes. However, in order to ensure that a new primary school is available to open at 1,000 homes, Warwickshire County Council will require the transfer of the freehold of 3 hectares of land no later than the 500th completion across the growth area. The land will be required to be fully serviced to the boundary as well as fully accessible.

Kenilworth School require around 33 acres of land at Southcrest Farm to relocate to the site. The remaining 12 acres would be sufficient to establish a new primary school. However, in considering a range of highway implications of a large secondary school and primary school on adjoining sites, both likely to be accessed off Glasshouse Lane, Warwickshire County Council has confirmed that this site is not preferable for a primary school.

The preferred location for the new primary schools is one single form entry school within site allocation H40 and one in the southern half of H06 on land controlled by promoters for each site. The broad location of the sites has been discussed with promoters for the sites and are the most appropriate to ensure the timely delivery of housing with the necessary education infrastructure. The locations will also ensure that the schools are embedded within the new residential areas and as such should promote sustainable travel. Both sites must have good access for pedestrians and cyclists and where necessary include provision for suitable crossings of Birches Lane/Glasshouse Lane and the spine road following pedestrian and cycle desire-lines. To promote highway safety, it is also not desirable for the primary schools to directly face onto the spine road or be accessed directly off it.

The triggers for land transfer and financial payments must be considered across the growth area to ensure comprehensive development and a sufficient supply of school places.

In addition to the educational use of the new schools, it is expected that facilities at the schools will also be available for wider community use outside of school hours and where feasible and appropriate also during the school day. The new secondary school will be required to provide community access to leisure/sports facilities on a basis equivalent or better than the current provision on the existing sites.

Development Principle 4B: Education

New primary and secondary education facilities shall be provided on-site and shall be designed and suitably located to form an integral part of the new community and town as a whole. The new education provision shall accord with the following:

- a) Land at Southcrest Farm (ED2) shall provide for the development of a secondary school to meet the educational needs in the Kenilworth priority area arising from new residential development on allocated housing sites within Kenilworth. The Council supports the delivery of Kenilworth School and Sixth Form's relocation project to the site. S106 contributions will be sought from residential developments to fund costs associated with the additional school places and also contribute towards the purchase of land for the school, proportionately to the extent that is directly related to the growth on land East of Kenilworth. This includes any required works to the existing surrounding highway network (e.g. traffic speed reduction measures).
- b) Two 1-form entry primary schools shall be provided broadly in the locations shown in the indicative masterplan within this SPD. S106 contributions will be sought from residential developments to fund both land and build costs of the new schools.
- c) Both the primary and secondary schools shall be designed to ensure:
 - adequate provision for off-street drop-off areas for pupils
 - appropriate footway and cycle access connecting the schools with surrounding residential areas
 - appropriate levels of car parking (including electric vehicle charging points) and secure, covered cycle parking and where applicable scooter parking facilities
 - that the design and layout of the school site positively responds to existing site features, existing neighbouring properties and proposed neighbouring development
 - attractive soft landscaping is included to the perimeter of the site and perimeter fencing is designed to have an acceptable appearance whilst also providing the necessary security for the site
 - the buildings are visually attractive as well as functional and that energy efficiency is considered in the design process
- d) At the new secondary school community access to leisure/sports facilities on site shall be equivalent to or better than current provision on the existing school sites
- e) The primary schools shall allow for community access to their facilities, such as sports hall, where possible.

Sports Facilities

The delivery of comprehensive development on land East of Kenilworth requires the relocation of sports clubs from the site to allocated sites elsewhere in the town to new enhanced facilities. The new sites will need to be available for use prior to the development of the existing sports clubs sites. These new facilities will provide Kenilworth with improved sports facilities for the benefit of existing residents and future residents.

Developers of residential developments within this area will be required to provide appropriate contributions, proportionate to the demand arising from new development, towards new and enhanced sports provision which may include investment in the District Council's leisure facilities, the new sports club sites and also facilities provided at the new secondary school. A community access agreement will be required for facilities at the new secondary school and similar agreements may be required if contributions involve the funding of playing pitches at private sports clubs.

5. Creating a high quality environment with a strong sense of place

Objective 5: Creating a high quality environment with a strong sense of place that responds sensitively to and takes advantages of the existing environmental characteristics of the site including greenspaces, ecology and heritage assets

Relevant WDC Policies: Local Plan Policies: NE1 'Green Infrastructure'; NE3 'Biodiversity'; NE5 'Protection of Natural Resources'; BE1 'Layout and Design'; BE2 'Developing Significant Housing Sites'; BE3 'Amenity'; HE1 'Designated Heritage Assets'; HE4 'Archaeology'; HS1 'Healthy, Safe and Inclusive Communities'; HS4 'Improvements to Open Space, Sport and Recreation Facilities'; HS6 'Creating Healthy Communities'; TR2 'Traffic Generation'; FW1 'Reducing Flood Risk'; FW2 'Sustainable Drainage'

Biodiversity, Greenspaces, Play and Recreation Provision

Providing a range of greenspaces for recreation, play and movement are essential to the delivery of a high quality environment. Existing greenspaces and mature woodland offer an excellent opportunity to deliver connected greenspaces throughout the site.

Existing Open Space Provision in Kenilworth

The 2008 'Warwick District Parks and Open Spaces Audit 2008' sought to provide an understanding of how parks, green space and open spaces can be planned and managed in the future to meet the needs of local people. The evidence was to inform future planning policies and set priorities for the long term strategic management of parks and open spaces.

As shown in Figure 6, the majority of the site falls within the Park Hill ward, with the southern corner of the site lying within the ward of St. Johns. For Warwick District as a whole, the 2008 Audit showed the average amount of unrestricted Green Space per 1000 population was 5.47 ha, with the wards of Park Hill and St Johns falling significantly below at 3.91 ha and 1.46 ha respectively

The 2008 Audit highlights that there are no Parks and Gardens or Green Corridors in Park Hill. Furthermore, virtually no land within the site falls within a 500m buffer zone of an existing children's and youth area in the town. The under-provision of accessible space and the lack of existing facilities falling within a 500m buffer zone is compounded by several severance lines within Kenilworth that restrict access to other existing facilities within the town. These severance lines include A and B roads, a railway line and watercourses.

Although minor changes may have occurred within the town since 2008, for example ward boundaries and the use and type of open space there do not appear to be any major changes to alter the findings of the 2008 Audit.

Overall, there is an under provision of unrestricted public open space in Kenilworth, particularly in Park Hill and St. Johns wards in which the site falls. Whilst applicants are not expected to address an existing deficiency, the need for open space and the type of space to be provided within the development site should be considered in this context.

Quality of Open Space in Park Hill and St. Johns Wards

A 'Green Space Strategy for Warwick District 2012-2020' was published in 2012. This provided a series of recommendations and a strategic direction for current and future provision of green space within the District. To inform the strategy in 2012, the quality of accessible space was assessed against the criteria derived from the national standard for green space quality, the Green Flag Award. The assessment was repeated in 2016 when the average quality score for the wards of Park Hill and St. Johns was 60.5% and 54.4% respectively, equating to 'Average' in the Green Flag scheme. St. Johns was the weakest of all five wards in Kenilworth with Park Hill being forth out of five, indicating there is a need for improvements.

Raising the quality and standard of green space has been identified as a primary concern by the Parks and Open Space Audit and future policies need to focus on increasing the average score quality, particularly in reference to key geographical areas and typologies through long term management and resource planning. The strategy recommends, among other recommendations:

- **B1:** Develop a quality standard for management and maintenance based on green flag criteria.
- **B3:** Ensure that green space is actively managed through appropriate long term management planning.
- **B4:** Develop specific facilities, opportunities and challenging green spaces for young people.
- **B5:** Increase the play value of green spaces for children and young people.
- **B6:** Measure success through national quality benchmarks such as the Green Flag Award.
- **C2:** Work with partners, stakeholders and developers to protect and enhance connectivity between green spaces throughout the district.
- **C3:** Work with partners, stakeholders and developers to increase connectivity between green spaces through the district.
- **G2:** Conserve and restore green spaces with high historical and archaeological significance.
- **G3:** Consider opportunities for increasing habitat biodiversity in all planning designing and management of all green spaces to help halt biodiversity loss.

These recommendations have been considered as part of the preparation of this Development Brief and developers are also advised to ensure that their proposals accord with the aims of the recommendations.

Open Space Requirements and Standards

Warwick District Council's Public Open Space SPD (April 2019) sets out space requirements for different types of greenspace required for development. Until it is known exactly how many dwellings

will be provided on the site (as there may be minor deviations from the allocated number), it is not possible to calculate exactly how much open space will be required across the entire site. However, based on the current Open Space SPD requirements and the Local Plan allocation of an estimated 1,400 dwellings, open space would be required on site as shown in Table 3.

Table 3: Potential Open Space Requirements

POS Typology	SPD Space Requirement (sqm/per person)	Requirement for Development (sqm)	Hectares
Amenity Green Space	10	37170	3.7
Parks and Gardens	20	74340	7.4
Natural Areas	20	74340	7.4
Children/Youth	3	11151	1.1
Allotments	4.2	15611.4	1.6
Total	57.2	212612.4	21.2

Allocation: 1400 dwellings (3717 people)

Should developers propose more dwellings, additional open space will be required. A definition of the open space typologies is provided in Section 2 of the Public Open Space SPD. It is estimated that at least 21.2 hectares of publicly accessible open space will be required on-site within Land East of Kenilworth. In some instances existing natural assets will contribute towards the open space requirements.

The Public Open Space SPD does not prescribe what or where play-equipment or designated play areas should be located. In February 2012, Warwick District Council adopted a 'Play Area Standard' (PAS) for the future provision of the Council's play areas. The standard includes the following requirements:

- **Access** – that there is a play area within 480 metres of every home in Warwick District
- **Quality** – that play areas are designed to be as safe and inclusive as possible to access and use and to be of high play value
- **Area** – that an area of at least 0.3 hectares per 1,000 population is provided for play areas on new residential developments.

The adopted PAS was developed as recommended by planning policy guidance and Play England's 'Planning for Play' and should be a guide to the provision of future play areas within the site.

To achieve the quality standard, there is a need to apply the following five principles to the location and design of play areas:

- Play areas should be located where there is good natural surveillance from the street and neighbouring houses
- Play areas should be located on accessible green space where feasible and include elements of natural and free play
- A buffer zone should be provided around play areas
- All play areas should be designed to be inclusive for children and young people with disabilities

- Play areas should be designed using the 10 principles for designing successful play space as set out by Play England in their guidance manual 'Design for Play', which has been adopted by the Council.

The area standard had already been adopted by the Council as part of the Public Open Space SPD but in addition the PAS added that new play areas on new developments should be located within, or adjacent to accessible green space and that a minimum size of 400m² for play areas catering for children up to 14 years. The PAS further seeks to retain and enhance a network of 'Destination Play Zones' with a minimum size of 1,000 m², which cater for young people up to 18 years old and should include at least one of the following: a MUGA, skate park, BMX track or other sports facility as well as play equipment.

It is preferable that smaller green spaces are amalgamated into larger areas that provide more opportunities for creative play for a greater range of ages. All development proposals within Land East of Kenilworth should ensure that the District's Play Area Standard is met.

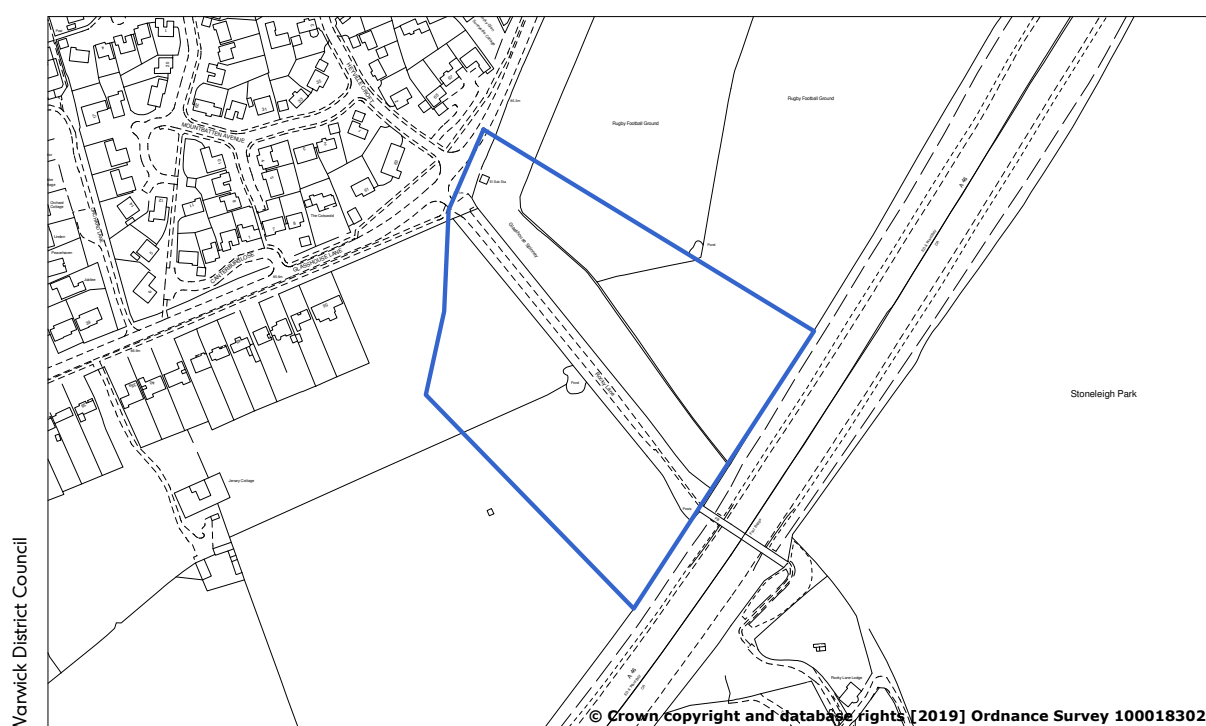
Vision for Greenspace within the site

With multiple landowners across the site and potentially multiple developers there is a risk that each site will generate a number of smaller disconnected spaces. Land East of Kenilworth provides a real opportunity to deliver a more cohesive green space approach. For example, a large central park, with radiating green corridors and site wide allotment provision.

Central Park – Given the lack of accessible open space in the two wards covering the area, it is considered that there should be one large central, multi-functional open space – a park, with areas of natural green space, seating, equipped and natural play opportunities for children and young people up to 18 years of age (a 'Destination Play Zone'), with additional space for informal ball games.

Figure 43 shows an indicative location and shape for the park. This location is not only broadly central to the East of Kenilworth area but also affords opportunities to link existing areas of 'woodland' important for wildlife and biodiversity whilst also being located near to the desired location of the Local Centre.

Figure 43: Indicative location for central park



Outdoor sport and recreation – A Multi-Use Games Area shall be provided within the centrally located public park to meet the needs of the Local Community. Community use of primary and secondary school sports halls and external playing pitches will be encouraged and supported by Warwick District Council. Contributions will be required towards further off-site sports and leisure facilities.

Other Open Space and Green Corridors – If the central park is 8 hectares, there will still be a requirement to accommodate c.11.6 hectares of public accessible open space within and across the entire site. A significant proportion of this should create green corridors linked to the central park enabling residents to walk or cycle through the development unfettered by vehicular traffic. The corridors should link to on-site community facilities (primary school, Local Centre and community facilities) and to the new employment site, enabling the central park to act as a magnet for pre-school and after school activities and a potential destination for employees during lunch breaks (or similar). They would further help to encourage local use of sustainable modes of transport.

The green corridors should be imaginatively designed, offering opportunities for equipped and natural play, meeting places (i.e. seating areas) and potentially incorporate well designed SuDS. Where possible, green corridors should be formed around existing watercourses and these watercourses shall remain open channel to provide water quantity, quality, amenity and biodiversity benefits. They should also include outdoor gym equipment or other exercise/activity/fitness trails to encourage health and wellbeing.

Soft, green edges to the development site will be desirable and key gateways into the site (i.e. the junctions from Leamington Road, Glasshouse Lane and Crewe Lane) shall be characterised by planting, immediately giving the development a green character and appearance as you enter the site.

Throughout the site, there will be a need for several play areas to ensure no resident is more than 480 metres from a suitably equipped area of play.

Allotments – For any development of 100 or more dwellings, the Public Open Space SPD requires on-site allotment provision. This could generate multiple allotment sites across the area, which could be impracticable and an inefficient use of land. Each allotment site would need vehicular access, parking and turning areas with a mains water supply and a secure building for storage. It would be preferable that one or if necessary two allotment sites are provided and that the plots are half of the traditional size, i.e. 125m² rather than 250m². This would permit more people to enjoy an allotment plot. Based on 1,400 dwellings a total area of 1.6 hectares is required for allotment land.

It is understood from Kenilworth Town Council that at the time of writing there is currently a demand for 70 additional plots. Whilst this development should not seek to redress the shortfall, it should not add to it.

Developers should approach Kenilworth Town Council to ascertain whether they would be willing to own or undertake the future management of these new allotments (either directly or by a tenant's association on their behalf).

Management Plans – Management plans will be required for each development site/open space to identify how each is to be maintained in the short term during establishment and in the long term to ensure viability of the space for the life time of the development. This is a key criteria of the Green Flag Award.

The Council will require developers to offer open spaces to be adopted by the Council when completed with a maintenance sum. This shall be included in relevant s106 Agreements or similar legal obligations. The Council will require a Royal Society for the Prevention of Accidents (RoSPA)

report to be provided to confirm that the report to be provided to confirm that the proposed designs are safe and that the open spaces and play areas have been laid out in accordance with the approved plans open spaces and play areas have been laid out in accordance with the approved plans.

Planting – It is important that all green space is safe and welcoming and the choice of planting is critical in this regard.

Along the green corridors, planting should be well managed, with ultimate growing heights being naturally low to retain good sight lines; and tree canopies should be maintained high. Weeping tree species should be avoided.

Planting should benefit wildlife, including not exclusively, birds, bats and reptiles. It is not necessary for all planting to be native because many cultivated species can benefit wildlife and can extend the season beyond natives, where that is early or late source of nectar, berries or places to nest or hibernate.

Planting plans should identify how their chosen schedule benefits wildlife to ensure a good range is selected. Wildlife benefit should be at the fore of decisions; however there will be occasions when other environmental factors require other varieties to be considered or where ornamental varieties are more appropriate to a design. The rationale behind plant selections should be made clear and it should be demonstrated that wildlife benefits overall. Native planting where used should be of local provenance that suits the landscape characteristics of the area.

Sustainable Drainage – Sustainable Urban Drainage Systems (SuDS) imaginatively designed can be multi-functional spaces, reducing the adverse impacts of traditional surface water systems and provide an opportunity to combine surface water management with green space affording benefits for amenity, wildlife and recreation.

Warwick District Council's approach is to adopt SuDS where they are located within areas of open space, with a commuted sum.

Applicants/developers will be expected to adhere to the provisions laid out in the Public Open Space SPD, including entering into s106 agreement or similar planning obligation requiring:

- a) a management plan to be provided detailing how the system is to be maintained for the life-term of the development; and who will adopt which features. For example, the property owner, a utility company, County Council or the District Council.
- b) Written confirmation from an independent expert in the field, with appropriate insurance, that post installation, the as built features are (i) built in accordance with the approved plan or (ii) if there is variance, identify the variance and confirm that the feature(s) as built fulfil the requirements of the approved scheme (iii) are safe. A RoSPA report will be required.

Permanent wet SuDs features can be particularly beneficial to wildlife and aesthetically pleasing if designed well but they should not be placed adjacent to play areas where they pose a risk to health and safety. SuDS should be designed to maximise their value for biodiversity and hold standing water for the majority of the year if possible. The incorporation of green roofs should be considered on developments as potential measures to assist with the attenuation of rain water and enhance biodiversity. Existing catchments should be maintained to ensure discharge is not moved cross-catchment, creating flooding or water supply issues to receiving watercourses.

Development Principle 5A: Delivery of green infrastructure, play and recreation provision

Greenspace shall be provided on site in accordance with the following principles:

- a) Greenspace shall be provided within all development sites in accordance with the size and type of greenspace set out in the Council's adopted Green Space. Where developers contribute a proportion of their requirement towards the Central Park a proportionate reduction in greenspace on their site will be permissible;
- b) Public open space and play provision to be provided within the site shall be of high quality and meet Warwick District Council's 2012 'Play Area Standard'. As part of meeting this quality standard the following five principles shall be applied:
 - i. Play areas should be located where there is good natural surveillance from the street and neighbouring houses;
 - ii. Play areas should be located on accessible green space where feasible and include elements of natural and free play;
 - iii. A buffer zone should be provided around play areas;
 - iv. All play areas should be designed to be inclusive for children and young people with disabilities;
 - v. Play areas should be designed using the 10 principles for designing successful play space as set out by Play England in their guidance manual 'Design for Play', which has been adopted by the Council.
- c) A large central park approximately 8ha in area and to be adopted by Warwick District Council shall be provided in the broad location of Figure 43. This shall include seating, natural green space, equipped and natural play opportunities for children and young people up to 18 years of age and additional space for informal ball games and shall include provision for cycle parking;
- d) Green corridors shall be provided linking the central park to neighbouring residential areas and other on-site community facilities including the primary schools, Local Centre, employment land and community centre;
- e) The green corridors and other footpaths and cycle routes to be provided within the site, other than those forming part of the spine road, shall be imaginatively designed offering opportunities for equipped and natural play, meeting places and potentially incorporate well designed SuDS. They should also include outdoor gym equipment or other exercise/ activity/fitness trails;
- f) Play areas shall be provided across the site to ensure no resident is more than 480 metres away from a suitably equipped area of play;
- g) Soft, green edges to the development site will be desirable and key gateways into the site (the junctions from Leamington Road, Glasshouse Lane and Crewe Lane) shall be characterised by landscaping and tree planting;
- h) Two serviced allotment sites, distributed across the site, shall be provided to serve the whole of the east of Kenilworth site with the combined size meeting the Public Open Space SPD standard. Developers will all be expected to contribute towards the land and construction costs of two identified sites, one in H40 and one in H06;

- i) Existing mature field boundary hedges shall be retained where possible within the layout;
- j) All Ancient Woodland within the site shall be appropriately protected from harm both in the design and layout of development and during construction;
- k) Mature trees within high tree retention categories should be incorporated within the layout of development where possible and shall be protected throughout construction works. Existing trees subject to a Tree Preservation Order shall be retained unless the Local Planning Authority authorises their removal because the wider benefits of their removal outweigh their retention. Any mature trees to be removed within the site should be replaced with trees of an appropriate species and size in suitable locations;
- l) Sustainable Drainage Systems (SuDS) shall be imaginatively designed into development providing benefits for amenity, wildlife and recreation.

Ecology and biodiversity

Ecology and Biodiversity – The site benefits from many landscape characteristics and features that create suitable habitat for wildlife including protected species. Areas of high ecological value include woodland areas, orchards, watercourses and field boundary hedgerows.

There are three designated Local Wildlife Sites of nature conservation importance within the site, Glasshouse Spinney, Thickthorn Wood and River Avon. The River Avon Local Wildlife Site relates to the watercourse within the H40 allocation which connects to the River Avon further to the east.

Biodiversity Impact Assessments will be expected to be provided for each site that comes forward to assess the impact of development on biodiversity based on the proposed habitat creation, enhancement and management on site and to determine whether habitat loss can be compensated through on-site habitat provision or whether a biodiversity offsetting scheme will be required. It is recommended that habitat loss is minimised and where it is unavoidable replacement on-site habitat will be preferable. Ecological Management Plans will also be required at the detailed planning stage.

Bat surveys shall be undertaken prior to the demolition of any on-site buildings and other protected species surveys shall be carried out where applicable relating to Breeding Birds, Badgers, Reptiles, Otter and Water Voles and Great Crested Newts. Appropriate mitigation shall be provided should any habitats be affected by development.

Green spaces shall be connected where possible to provide wildlife corridors and a buffer of at least 15m shall be retained between built development and woodland parcels and orchards to protect existing habitats. Lighting within the development near sensitive areas including woodland and hedgerows should be designed to provide a safe environment for the community yet minimise harm to commuting/foraging wildlife corridors.

Development Principle 5B: Ecology and Biodiversity

- a) All development proposals shall have due regard to the protection and enhancement of ecology and biodiversity.
- b) Applications shall be accompanied with a Biodiversity Impact Assessment (BIA) and this shall set out measures to ensure that there is no overall loss to biodiversity. A long term ecological management plan will be required for sites at the detailed planning stage and developers of different parcels of land are urged to work collaboratively in an attempt to achieve Ecological Management Plans that cover larger parcels of land;

- c) Varied planting shall be included throughout the development and species shall be chosen to benefit a range of wildlife;

Environmental Strategy

Policy KP4 of the Kenilworth Neighbourhood Plan includes a general principle for the area requiring an environmental strategy to establish how the development will provide opportunities for a net biodiversity gain and manage the sustainable drainage of the land. In order to calculate biodiversity loss/gain, detailed proposals are required and therefore it is considered appropriate that this is a matter for each individual major planning application in the area to address. As all major developments regardless of use will have implications on biodiversity and sustainable drainage, this is required for all major developments in the area. The Environmental Strategy should bring together details contained within the Biodiversity Impact Assessment and Drainage Strategy.

Development Principle 5C: Environmental Strategy

- a) Every major planning application in the area shall include an Environmental Strategy to establish how the development will deliver a net biodiversity gain and manage the sustainable drainage of the land.

External Lighting

As well as street lighting, external lighting may be required to light informal paths and other public areas including the new park. Any such external lighting shall be appropriately sited and designed to be visually attractive and fully take into account all relevant heritage, ecology, highway safety and personal safety considerations.

Development Principle 5D: External Lighting

- a) Informal paths and publicly accessible areas shall be appropriately lit according to their intended usage in the interests of public safety.
- b) All external lighting shall be designed to be appropriately designed and sited to be visually attractive and fully take into account all heritage, ecology, highway safety and personal safety considerations that may be relevant.

Protecting and responding to local heritage assets

Kenilworth is home to a significant number of heritage assets, although the main concentration of these is to the north west of the town around the Castle and High Street area.

The site does not include any listed buildings and is not within or adjacent to a conservation area. There are however four Grade II listed buildings near to the site, two separated from the site by the A46 (Bridge over Rocky Lane; Grecian Lodges) and two more closely related to the site in Thickthorn Manor and Stables at Thickthorn Manor, located to the south west.

Thickthorn Manor was once a three-storey farmhouse then in 1811 became a country mansion in mock-Tudor style with medieval battlements and turrets. It was remodelled and extended in 1987 and is now in use as a nursing home. The building is partially screened from the site by mature planting to the south and west of its grounds.

Thickthorn Stables, associated with Thickthorn Manor, is a cement-rendered two-storey battlemented structure with two side wings, complementing the architectural style of the main house. The stables were extended and converted into apartments in the 1980s. Thickthorn Orchards, a cul-de-sac

comprising residential bungalows, provides some screening of the building and a buffer from the development site. In order to respect the setting of these listed buildings it is recommended that the design and scale of buildings in the vicinity is sensitive to the present visual context of the buildings.

A Scheduled Monument spans part of the north eastern end of the site. The monument relates to a Romano-British settlement dating from the 1st-4th centuries AD with later evidence of medieval woodland management and post-medieval glass working. The name 'Glasshouse Wood' is believed to derive from glass working in the area during the late medieval and post-medieval periods. The Scheduled Monument is considered to be a good example of a Romano-British settlement that survives well in the form of earthworks and buried archaeological features. The archaeological potential of the site is high with further archaeological investigation likely to facilitate further studies of Romano-British settlement patterns and land use in the area and it will provide evidence for post-medieval glass working to contribute significantly to the study of this industry. The remains of the medieval and post-medieval glassworks are located within the north-western part of Glasshouse Wood and are unexcavated.

The Scheduled Monument comprises both woodland and open grassland with mature trees/hedgerows along its perimeter. Damage has occurred in recent years within Glasshouse Wood adjacent to the public footpath within the site through the construction of jumps for mountain/BMX bikes. As a result the site has been included in English Heritage's register of 'Heritage at Risk' where it is described as 'Generally satisfactory but with significant localised problems'. The development provides an opportunity to address these issues of digging within the Scheduled Monument and address potential causes including ignorance of the site's designated status and the susceptibility of the historic environment to such activity. Applicants of land within or adjoining the Scheduled Monument will be required to undertake measures to attempt to address the causes of the damage including provision of recreational BMX/mountain biking facilities, restoration of the damaged area and provision of suitable interpretation within the development to explain the history and significance of the site.

There is a presumption in favour against development upon Scheduled Monuments and it is recommended that the Scheduled area is used as public open space involving no or minimal ground disturbance. Development near to the area will be required to respect its setting.

Other than fieldwork undertaken along the line of the A46 prior to its construction in the early 1970s, there has been little in the way of systematic fieldwork undertaken within the site.

There is considered to be a Moderate chance of Roman or earlier date deposits being present within the site and low to moderate chance of medieval or later features awaiting discovery. However, there is notable potential for the discovery of further more recent archaeological sites within the Development Brief site. The Glasshouse Wood settlement may not have been isolated and other farmsteads/settlements may have been present in the vicinity. Furthermore, as evidence indicates the probability that the post-medieval glass house was situated within or close to the southern edge of the Scheduled Area, land immediately south of the Scheduled Area, west of the A46, should be appropriately evaluated by trial-trenching to ascertain the nature, extent, state of preservation and significance of any surviving deposits and a suitable programme of further mitigation. Further interpretation material could be provided should the evaluation result in interesting findings.

Stoneleigh Park Grade II* Listed Park & Garden is located to the eastern side of the A46 and spans much of the vertical length of the site. Created on the site of a medieval abbey, Stoneleigh has an early 19th-century landscape garden and park covering around 365 hectares. The A46 ensures that there is not any physical impact from the development. However, inter-visibility between the site and the Designated landscape must be considered in any development proposals on site and the scale of buildings should reduce on land close to the eastern edge

of the site in any locations where the effects may be most apparent, including the central parcel of land between Thickthorn Wood and Glasshouse Wood. Street lighting designed to minimise light pollution and enhancements to the existing tree screening along the western side of the A46 are both recommended to minimise any impact upon this heritage asset.

Glasshouse Spinney, a tree belt cutting across central areas of the site, represents remnants of the western limit of Stoneleigh Park and along with other factors, including its ecological status and the presence of two public footpaths, is a further reason to retain this land. The development of surrounding land shall ensure minimal harm to the Spinney.

Development Principle 5E: Heritage

- a) All applications within the site shall include a detailed Heritage Statement to consider the impacts of the development and any resulting benefit, loss or harm to the significance of any nearby designated heritage asset(s). The assessment shall consider both visual impact as well as impact from other factors such as light and noise and where applicable the change to the character of the historic landscape must also be considered;
- b) Applications relating to land within or immediately adjoining the Scheduled Monument shall:
 - maximise opportunities for access to the Scheduled Monument;
 - provide for interpretation material within and to the edge of the Scheduled Monument;
 - include a Design and Management Plan setting out: measures to reinstate land which has been damaged by mountain/BMX bikes; measures to minimise future harm to the Scheduled Monument; details of any paraphernalia that may be proposed (such as bins, benches or lighting) in the area; details of access and paths across the area and details of landscaping. The Plan shall include an assessment of the benefits and harm of such works;
 - demonstrate that the scale, design and location of development adjacent to the site will not result in significant harm to the heritage asset;
- c) Development adjacent to the Scheduled Monument shall front onto the Scheduled Monument where possible to assist in providing natural surveillance and a self-policing environment;
- d) A green buffer shall separate the new development and Glasshouse Wood protecting the rural setting of the Scheduled Monument;
- e) No earthworks shall be carried out within the designated area of the Scheduled Monument, other than to ameliorate past damage or to improve paths through the area, and any works shall first be agreed with Historic England;
- f) Any physical acoustic screening in the vicinity of the Scheduled Monument should abut the dual carriageway, where possible and desirable, and should not visually obscure large areas of the Scheduled Monument from public view to assist in self-policing;
- g) Development near to Thickthorn Manor and Stables shall ensure that the setting of the listed buildings is not harmed and any important views of the listed buildings from within the site should be protected;

- h) Development proposals shall ensure inter-visibility between the site and the Grade II* Registered Park at Stoneleigh Abbey is considered and the scale of buildings shall reduce on land close to the eastern edge of the site in any locations where the effects may be most apparent. Street lighting designed to minimise light pollution and enhancements to the existing tree screening along the western side of the A46 are both recommended to minimise any impact upon this heritage asset;
- i) Opportunities shall be taken to maximise opportunities to enhance the wider setting of the Grade II* Registered Park at Stoneleigh Abbey;
- j) All outline or full applications shall be accompanied by a detailed archaeology assessment and where appropriate developments will be expected to follow a programme of archaeological work in accordance with a written scheme of investigation.

Noise, Air Quality and Contaminated Land

It is of critical importance to the success of the creation of the new community that a satisfactory living environment is created for residents and that the impact of the development upon the environment is minimal.

Whilst the historic use of the site does not suggest a likelihood of any significant contamination, every parcel of land will require appropriate investigations to determine whether the land presents a risk of contamination to site users. An initial desk study and a preliminary ground investigation will be required for all sites with further investigation required as necessary. Appropriate mitigation measures shall be identified where applicable.

The site is bordered on the eastern side by the A46, to the west by Glasshouse Lane and to the south by Leamington Road. Consideration will need to be given to the impact of road traffic noise on the future residents and users of the site.

In particular, noise from the A46 will need to be carefully considered and a buffer zone to protect residential amenity and some of the road traffic noise arising from the A46 is likely to be required but alternative forms of mitigation will also be considered. Good acoustic design to minimise noise impacts on the new dwellings will be required and could include maximising the spatial separation between the noise source and the new dwellings, implementing means of screening the dwellings from the noise source, i.e. fencing, bunding, using the site layout to reduce noise propagation across the site, i.e. using blocks of housing as barriers/screens, designing the internal layouts of the houses to have non-habitable rooms nearest to the noise source and locate the most sensitive rooms away from the noise source, and/or ensure that the building fabric is designed to protect residents from elevated levels of noise, i.e. glazing and ventilation specifications. It may be advantageous to locate open spaces nearest to the site boundary to maximise the separating distance between new houses and the A46.

A noise survey shall be undertaken early on in the design process of each site to ensure that good acoustic design decisions are taken which enable residents to enjoy suitable noise levels at home and school with open windows, by careful site massing, and considering building location, orientation, internal layouts and mitigation.

It is important that the noise impact of any commercial elements of the site on residential dwellings is fully addressed in the design and layout.

Air quality will be an important consideration for this large development and applicants must refer to Warwick District Council's low emission strategy to evaluate the air quality impacts of the proposed development. Particularly given the relationship of the site to the A46, applications will need to

demonstrate that new residents will experience acceptable air quality without the need for mechanical ventilation except in exceptional cases and development shall seek to minimise further pollution.

Development Principle 5F: Noise

New development shall ensure the amenity of nearby uses and residents and provides acceptable standards of amenity for future users and occupiers of the development. Applicants shall demonstrate that:

- a) Road traffic noise emanating from the A46 and from neighbouring roads including Glasshouse Lane and Leamington Road is fully taken into consideration and that the recommended indoor and outdoor noise levels can be achieved in accordance with BS8233:2014 and the World Health Organisation (WHO) guidelines for community noise (1999);
- b) Full details of proposed measures relating to mitigating A46 noise, where applicable, shall be submitted as part of a planning application. Detailed consideration shall be given to the financial viability of the solution, its acoustic effectiveness, its appearance and impact upon any heritage assets in the area;
- c) Consideration shall be given to noise impacts from the additional vehicle movements generated by the proposed development (considering the cumulative impact of proposed development) and whether this will have adverse noise impacts on existing nearby residential dwellings or on proposed new dwellings;
- d) Applicants will be required to demonstrate that noise from rail traffic on the proposed High Speed Rail 2 (HS2) route has been considered, and where relevant, highlight any mitigation measures required;
- e) Where reasonably practicable, units on the employment allocation shall be designed and orientated to act as a noise barrier to the A46 and B2 (General Industrial) uses shall be suitably separated from existing and proposed residential properties through either the presence of B1 (Business) units in between or through substantial landscaping and where necessary acoustic barriers. The applicant will need to undertake a noise assessment in accordance with BS4142:2014 to consider the potential noise impacts from operational noise at the proposed employment land (relevant to the appropriate use classes and operating hours), any plant noise that is likely to be created, and noise from delivery vehicles or other vehicular movements;
- f) Careful consideration shall be given to the interaction between existing and proposed residential dwellings and proposed primary and secondary schools on the site, particularly with regards to outdoor recreational areas and sports fields. Measures including maximising the separation distance between noise sources and receptors and utilising screening should be considered where necessary. If sports pitches are to be located in close proximity to housing, the applicant may need to undertake a noise assessment to consider the potential impacts. Operational controls may also be appropriate, i.e. restricting the use of outdoor sports pitches during unsocial hours;
- g) Full consideration shall be given to noise associated with the Local Centre or community facilities including noise from plant and noise breakout and where necessary mitigation shall be proposed to protect the amenity of nearby residential dwellings.

Development Principle 5G: Air Quality

New development shall be designed to ensure that proposed residents experience an acceptable living environment through suitable air quality and new developments shall seek to minimise the generation of significant air pollution.

Proposals shall adhere to the following:

- a) Detailed Air Quality assessments shall accompany all major planning applications to demonstrate that existing sources of air pollution will not have a detrimental impact upon the amenity of proposed residents. All assessments shall refer to Warwick District Council's Air Quality & Planning SPD (January 2019) and mitigation measures shall be identified and provided in accordance with the document. In particular, given the proximity of the development to the A46, the air quality assessment will need to consider the air quality impacts from the A46 on the new residential receptors and will involve air quality monitoring at locations near to the A46. This is typically done via the use of diffusion tubes and we would expect at least six months of monitoring to be conducted but ideally 12 months wherever possible.
- b) The air quality impacts of the proposed development itself on existing residential dwellings and local air quality will also need to be considered in air quality assessments, including the impacts on nearby Air Quality Management Areas.
- c) Given the overall quantum of development proposed, there should also be a consideration of the cumulative air quality impacts from the proposed developments. As the development land is close to the A46, there is a strong possibility that a large separation distance between the boundary and residential properties will be needed, therefore the use of air quality monitoring data will be essential in the design stage.

Development Principle 5H: Ground Contamination

- a) For all areas of the site, appropriate investigations shall be undertaken to determine whether the land presents a risk of contamination to site users, including risks to human health, groundwater and surface waters (on and off site), and risks arising from ground gases. The investigation will typically progress in a phased approach including an initial desk study and a preliminary ground investigation (Phase I), followed by further investigation (Phase II) if identified as being necessary. Where necessary, appropriate mitigation measures will be required.

Flood Risk

The site is located entirely within Flood Zone 1 and therefore is at low risk of fluvial flooding (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding <0.1%). Whilst the site is within Flood Zone 1, national scale mapping only denotes flood zones for watercourses with larger than a 3km catchment. Therefore, proportionate modelling may be requested by the Lead Local Flood Authority (LLFA) to determine the flood zones for any ordinary watercourses within the site. Owing to the topography of the site which slopes down west-east and north-south towards the A46 and two watercourses within the site, there are areas around the watercourses which are susceptible to surface water flooding. The site is not located within a Groundwater Source Protection Zone.

Sustainable Drainage Systems will be required within the development to manage surface water in a sustainable manner to greenfield run off rates. Particular attention should be paid to the management

of drainage in areas known to be susceptible to surface water flooding. Where possible SuDS should be multi-functional and contribute towards biodiversity enhancement and landscape character.

The two on-site watercourses will require maintenance easements in accordance with Lead Local Flood Authority (LLFA) Standing Advice to ensure that access is available to clear blockages and undertake maintenance once the development has been completed.

Any Construction Environmental Management Plan (CEMP) shall include measures to control siltation and pollution to the downstream watercourse to mitigate an increase in flood risk due to siltation of the culverts crossing under the A46, and to protect water quality of the downstream Local Nature Reserve.

Developers will be expected to obtain Ordinary Watercourse Land Drainage consent from Warwickshire County Council as LLFA prior to making any alterations, temporary or permanent to the onsite watercourses.

Development Principle 5I: Flood Risk

- a) Development shall be laid out in such a way to minimise the risk of flooding on or off site and shall provide for appropriate Sustainable Drainage Systems (SuDS) in suitable locations. Where possible SuDS should be multi-functional and contribute towards biodiversity enhancement and landscape character.

6. Promoting a healthy and safe community

Objective 6: Promoting a healthy and safe community

Relevant Local Plan policies: HS1 'Healthy, Safe and Inclusive Communities; HS6 'Creating Healthy Communities', SC0 'Sustainable Communities', BE1 'Layout and design'

Health is an important consideration in planning for new development. The creation of an attractive living environment and the ability to easily access services needed and the promotion of walking and cycling are considered to be essential in establishing a successful and healthy community.

It is important to ensure that all new residents have suitable access to primary care facilities. South Warwickshire Clinical Commissioning Group (SWCCG) has assessed capacity and concluded that the quantum of development and capacity of the two existing GP surgeries near to Kenilworth town centre does not justify the provision of a new health centre to serve new residents. However, there is likely to be a need for some enhancements to the existing surgeries and therefore applicants are likely to be requested to contribute towards these enhancements through section 106 agreements.

The provision of a Community Centre and the design of the Local Centre and greenspaces have the ability to promote community cohesion and help reduce isolation, thus improving public health. Allotments provide the opportunities for a degree of self-sufficiency and also afford further opportunities for community integration.

Community facilities including Local Centres, community centres and parks and play areas shall be located within walking distance of new residential dwellings and the layout of development shall strongly encourage walking and cycling both within the development and through improved connectivity with the existing town.

To promote public health and well-being, development should align with Building for Life 12 principles.

These principles form the basis of Warwickshire County Council's draft guidance document 'Public Health Evidence for Planning and Developers' which sets out detailed guidance to promote the creation of a healthy community.

Developers are encouraged to engage with the NHS's Healthy New Towns programme to promote the creation of a healthy community. It is anticipated that further guidance on this programme will be issued in 2019.

Development Principle 6: Promoting a healthy community

- a) Developers will be expected to contribute towards improvements to existing healthcare facilities in the town as necessary to ensure that existing facilities have the capacity to meet the additional demand resulting from the development;
- b) Applications will be expected to demonstrate within a supporting statement that they are broadly in accordance with principles relating to health set out in 'Building for Life 12' and Warwickshire County Council's documents 'Public Health Evidence for Planning and Developers' (draft) and 'Neighbourhood Development Planning for Health';
- c) Community facilities shall be provided within the development including a Local Centre, community centre, parks and play areas and public meeting areas and these shall be easily accessible on foot and by cycle.

7. Creating a high quality designed urban environment

Objective 7: Creating a high quality designed urban environment

Relevant Local Plan Policies: BE1 'Layout and design', BE3 'Amenity', HS1 'Healthy, Safe and Inclusive Communities', HS4 'Improvements to Open Space, Sport and Recreation Facilities', CC2 'Planning for Renewable Energy and Low Carbon Generation'; CC3 'Building Standards and other Sustainability Requirements'

Land East of Kenilworth shall be designed as a new community that is well integrated with the existing town and is defined by a strong sense of identity, characterised by its network of connected green spaces, attractive public spaces, legible streets, high quality designed buildings and its community facilities that meet the needs of the whole community. It will be a community where cycling and walking as a means of travel will be desirable.

The development should respect and acknowledge the character of the existing town and its prevailing characteristics whilst having the ability to introduce innovative and visually stimulating design to give the new development a unique character and identity. Building materials should largely reflect the local vernacular and materials typical within the Ancient Arden character area with some flexibility to introduce some alternative building materials to assist in creating a unique character for the development.

Dwellings shall be varied in their design and appearance and shall include interesting architectural features. Buildings shall not be designed in isolation but should have an appropriate relationship with nearby streets and spaces.

Where possible and appropriate, low carbon and renewable energy technologies shall be integrated into the development promoting sustainability and properties shall be designed with features including water efficient fittings to help achieve a lower water consumption than the maximum volume specified in the Building Regulations and it is recommended that properties are built to the optional requirement in Building Regulations of 110 litres of water per person per day.

Care shall be given to ensure that appropriate storage spaces are created within residential and commercial development to ensure waste bins are not a dominant and permanent feature in the streetscene. Innovative solutions to waste storage, such as underground storage will be encouraged.

Detailed design and placemaking principles, street typologies, building materials and boundary treatments and public art principles are set out in the remainder of this section. Developments will be expected to conform to the guidance contained within those sections and also any future SPDs that deal with design quality matters.

Placemaking Principles

The Neighbourhood Level analysis identified qualities to guide the design principles for the site. These included that buildings often have an intimate and close relationship to one another as well as the street. Building plots and architectural styles vary from street to street creating places and streets with interest and character. Often two storey terraced cottages sit cheek by jowl with three storey town houses. Locally available building materials such as red brick, render or timber provide a common theme creating a strong sense of place and identity. In order to replicate some of these intrinsic qualities the following principles should be applied to new residential development on the site:

- Vary the width of building plots particularly within local centres;
- Different block sizes should be applied to create further interest;
- Different house types such as terraces, town houses, terraced cottages, detached and semi-detached properties should be used to create interest;
- Street geometry should vary as it passes through the site. Street width will alter as a result of street hierarchy and its design speed of streets should be reduced in the local centre;
- Buildings should not be located at a uniform distance from the street but should vary to create an interesting streetscape and public realm; and
- Building heights should vary.

A number of more general principles have been developed to inform the indicative masterplan contained within this SPD and developers will be expected to consider them when designing proposals for parcels of land within the overall site. These principles are expected to be followed by developers and combined will help achieve sustainable development:

Development Principle 7A: Placemaking Principles

- a) All development will be expected to adhere to a range of placemaking principles as set out below and demonstrate within planning applications how these principles, as relevant to the type of use proposed, are being addressed.

Overarching

- Creation of a high quality, safe, inclusive and attractive place that has unique features yet is fully integrated into the existing town
- Provision of a mix of uses including residential, employment, education and retail/service uses to provide a community with access to good quality homes, employment opportunities and services to meet day-to-day needs
- Provision of community facilities to assist in creating a sense of community cohesion

Healthy community

- Creation of a healthy community through quality access and opportunities for walking and cycling, good access to healthcare facilities, restrictions on hot-food takeaway outlets, provision of a range of areas to play and supporting improvements to existing leisure and recreation facilities in the local area

Sense of Place

- Utilise and respect existing site features and relevant off-site features within the layout to deliver a development that respects the natural environment
- Incorporate building materials and features that are characteristic of the local vernacular
- Create welcoming gateways into the site and the Local Centre providing a sense of arrival

Urban Form

- Creation of a legible and diverse urban environment through setting out a hierarchy of streets
- High quality buildings to enclose space

Connectivity and movement

- A layout that promotes sustainable travel
- Creation of attractive streets that meet the needs of all users – pedestrians, cyclists, cars/other vehicles and public transport
- Delivery of public transport services meeting the daily needs of residents and workers
- All homes and places of work to be within 400m walk of a bus stop
- Improved cycle and pedestrian connectivity between the site and the existing town
- Integrate and connect the development with existing public footpaths
- Ensure good quality roads within the development and delivery of off-site improvements to connect the development to proposed employment and education facilities and to existing destinations within the town

Car and Cycle Parking

- Provision of secure, covered cycle parking in suitable locations near to the entrance of places of work, homes and community facilities in accordance with locally adopted guidance to encourage the use of this mode of transport
- Provision of suitable levels of parking for dwellings, employment areas and retail/service uses in accordance with locally adopted guidance
- Ensure car parking is integral to the design of dwellings, streets and spaces

Mix of High Quality Homes

- Provision of high quality dwellings to meet the varying needs of the community
- Creation of a balanced community through the construction of homes of different types,

sizes and tenures including provision of affordable housing, open market housing and self-build homes

- Ensure a mix of dwelling types, size and tenures across the entire site creating a 'tenure blind' development
- Delivery of dwellings which are of sufficient size to enable adaption by occupiers throughout their lifetime
- Strive to achieve a Building for Life Accreditation through designing new homes in the context of Building for Life 12 Criteria (2012) (See Table 4). It should be noted that the Council intends to develop a SPD based on the BFL12 principles in Table 4

Education/Local Centre/Community Facilities

- Provision of high quality education facilities to meet the needs of residents of the new development (and existing town)
- Creation of a visually attractive and vibrant Local Centre easily accessible by safe and suitably lit walking and cycling routes that are appropriately connected to the new residential and employment areas across the site
- The Local Centre shall operate as a community hub and provide attractive public realm space suitable of sufficient size to create a meeting place and support community events
- Provision of a new community centre and external space

Biodiversity, Ecology and Greenspaces

- Protect existing on-site features that provide good habitat for protected species (including woodland, water bodies and hedgerows)
- Encourage biodiversity through the creation of new habitat, connecting existing habitats
- Minimise impact upon protected species and where it is unavoidable to avoid harm to their habitat, re-provide suitable habitat on site
- Utilise existing woodland and green areas on site within the greenspace strategy for the new development
- Provision of additional greenspaces to connect with existing greenspaces
- Provision of a large central park to serve the needs of the community with green corridors linking this to other infrastructure
- Incorporate sustainable drainage solutions within green space
- Pay due regard to the Arden Landscape Character Area Development Guidance

Design

- Strive to accord with guidance contained in Warwick District Council's Garden Towns, Villages and Suburbs document (May 2012) and any future SPDs that address design matters such as the proposed Developer Design Framework SPD

- High quality built environment including buildings, public realm and public open spaces
- Creation of an external environment that is accessible to all
- Use of sustainable construction materials and construction of energy efficient buildings, utilising zero-carbon or renewable energy technology where appropriate
- Respect the architecture and building materials of the local vernacular. However, where suitable, explore opportunities for innovative design that helps create a unique development
- Minimise waste material leaving the site and new material having to be delivered to the site
- Provision of suitable and discreet on-plot facilities for refuse storage
- Provision of high quality boundary treatment to properties

Safety and Security

- Design buildings and streets to provide natural surveillance over public open space and footpaths/cycleways
- Create well-lit and appropriately surfaced footpaths/cycleways within the site
- Aim to achieve Secured by Design accreditation through the development

Management and Maintenance

- Creation of management and maintenance strategies to ensure that the quality of development remains. This includes management of public open spaces, play areas and recreation facilities, community centre and sustainable drainage features.

Table 4: Building for Life 12 Criteria

Integrating into the neighbourhood		
1	Connections	Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?
2	Facilities and services	Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs and cafés?
3	Public transport	Does the scheme have good access to public transport to help reduce car dependency?
4	Meeting local housing requirements	Does the development have a mix of housing types and tenures that suit local requirements?
Creating a place		
5	Character	Does the scheme create a place with a locally inspired or otherwise distinctive character?
6	Working with the site and its context	Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimate?
7	Creating well defined streets and spaces	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8	Easy to find your way around	Is the development designed to make it easy to find your way around?
Streets and home		
9	Streets for all	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10	Car parking	Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
11	Public and private spaces	Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?
12	External storage and amenity space	Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Street Typologies and Street Level Design Principles

The relationship that the new streets have with one another and to the built form will have a significant impact on the character of new development on land East of Kenilworth. Streets should be designed as high quality, low speed pedestrian and cycle friendly environments with a clear hierarchy.

Following the Neighbourhood Level Analysis work undertaken by LUC, a number of different street typologies have been identified. These street typologies have been informed in part by the characteristics of the streets analysed and will provide design principles for the new housing within the site. The design principles will help new development reflect the intrinsic qualities found in Kenilworth's streets and help create a strong identity and sense of place.

Main Street

- Spine road as it passes through or adjacent to the Local Centre providing access to local shops and services
- Provision of both short and long stay parking
- Parking integrated well into the street scene
- Generous pavement widths to allow building uses to spill out on to the pavement
- Street trees a dominant feature of the street
- Variety of architectural styles forming a continuous built edge
- Variety of building heights and plot sizes creating interest

Primary Route/Spine Road

- Main route through new residential development
- More generous street proportions including road and pavement widths
- Both on-plot and street parking
- Boulevard trees help to define the route
- Buildings continue to define the street and front onto it
- Strong definition between public and private space created by formal boundary treatments
- Front gardens and garden vegetation create a more open green environment
- Variety of plot sizes to create interest and diversity

Urban Streets

- Intimate side streets adjacent to the Local Centre
- Limited on-street parking
- Strong relationship between buildings on the street
- Variety of architectural styles forming a continuous built edge
- Small or no front gardens
- Variety of building heights creating a varied roof scape

Secondary Routes

- Buildings define the street and front onto it providing natural surveillance
- Variety of plot sizes to create interest
- Small front gardens
- Garden vegetation a dominant feature of the street
- Boundary treatments more informal such as hedges
- On-plot and on-street parking
- Secondary routes off the main spine road

Lanes

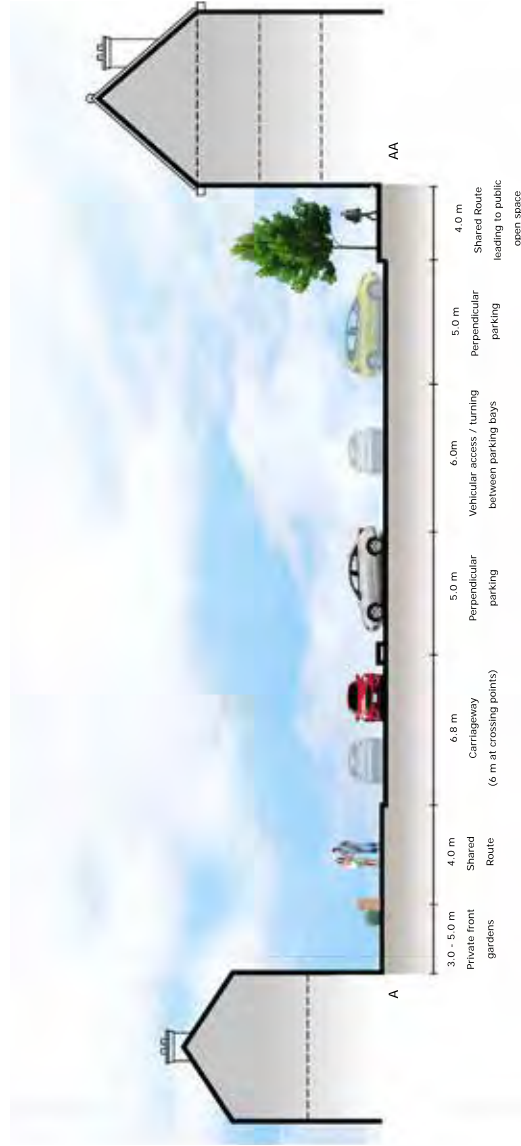
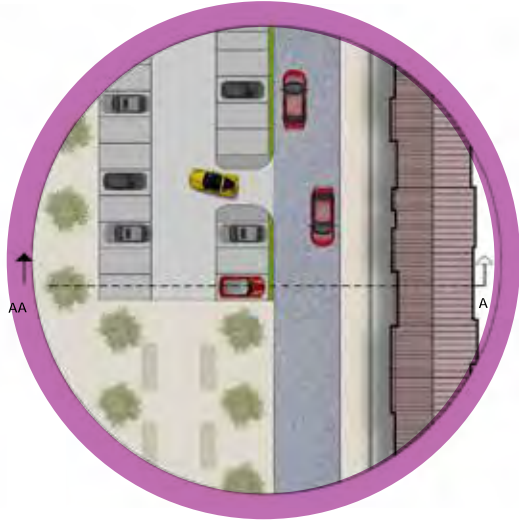
- Development often on one side of the street only
- Treatment for more peripheral areas of development are often adjacent to the countryside or green open space
- Boundary vegetation and trees a key feature of the road
- Housing less dense than in other areas and typically detached and semi-detached properties
- Buildings set further back from the street

Key Design Principles

- Design speed : Typically 20mph
- Dimensions : Typically 6.8m
- Parking : Parking integrated by street trees. Parking for residents at the rear of properties
- Pavements : Typically 3.0 – 4.0m wide
- Vehicular access to dwellings : To the rear of properties only
- Landscaping : Typically street trees only and front gardens (3.0-5.0m)
- Building relationship : Continuous built edge, with entrances to properties from the street frontage. Some buildings set back to create variety
- Uses : Some retail at ground level in local centres, habitable rooms facing the street to maintain active frontages
- Building heights : Typically 2 & 3 storey buildings to create varied roof scape. Occasional 4 storey building
- Building materials : Predominantly brick with occasional render
- Block sizes : Typically 80-100m
- Walking and Cycling : Typically 4.0m wide pavements for segregated cycle/pedestrian routes
- Loading bays and servicing : Typically 2.5m wide and located adjacent to shops

Main Street

The characteristics of the Main Street have been informed by some of the qualities found at Kenilworth High Street, particularly the area where it approaches the junction with Bridge Street. The following design principles should be applied to main routes as they pass through local centres. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets. The following design principles aim to create a pedestrian friendly environment, where people are encouraged to use local facilities. Good quality public realm areas will be a feature of these locations. A variety of architectural styles, building set backs and plot sizes will help create interest and variety.



Key Design Principles

- Design speed : Typically 30mph
- Dimensions : Typically 6.8m wide
- Parking : On plot parking to front and side of properties. Also on-street parking to one side of carriageway
- Pavement : Typically 4.0m wide for shared cycle/ pedestrian routes
- Vehicular access : Typically to front of properties. Parking to rear of properties limited
- Landscaping : Typically 2.0m verges to both sides of street with boulevard tree planting. Front gardens (3.0m-5.0m)
- Building relationship : Some continuous built edge, also gaps between buildings where detached and semi-detached properties exist
- Uses : residential with habitable rooms facing onto the street
- Building materials : Typically red brick with some render
- Building heights : Typically 2 storey with loft space, occasional 3 storey at road junctions and block corners
- Boundary treatment : Brick walls or formal hedges to front. Fences, hedges or walls to rear of properties
- Block sizes: Typically 60-80m
- Building types : Semi-detached and terraced town houses. Occasional detached properties away from local centres
- Walking /Cycling : Typically a 4.0m wide shared route to both sides of the carriageway

Primary Route

Primary routes involve the street treatment for main spine roads through new developments. These routes then became the Main Streets as they pass through local centres. The primary route has been informed by some of the key characteristics found at the Waverley Road in Kenilworth. A key difference however is the introduction of a grass verge to both sides of the carriageway. The following design principles seek to create a strong character for spine roads or principle routes within new residential developments. A key focus will be on active travel and creating an environment where walking and cycling are part of peoples daily routines. Buildings will front onto the street to maintain natural surveillance and plot sizes and buildings set backs should however vary to create variety. Buildings should form a continuous built edge as the route approaches local centres. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.



Key Design Principles

- Design speed : Typically 20mph
- Dimensions : Typically 6.0m wide
- Parking : On plot parking to front and side of properties. Also on-street parking to one side of carriageway
- Pavement : Typically 1.8m wide
- Landscaping : Typically street trees, front gardens (3-5.0m) 1.5m grass verges
- Building relationship : Some continuous built edge from terraced cottages / town houses
- Uses : Residential with habitable rooms facing the street
- Building heights : Typically 2 storey occasionally 3 storey at road junctions
- Building materials : Predominantly brick with some render and timber
- Boundary treatments : Stone or brick walls or formal hedges to front. Walls or fences to rear
- Block sizes : Typically 60-80m for terraces
- Walking / Cycling : Cycle routes would be typically on-road routes and pedestrian pavements usually 1.8m wide

Secondary Route

The secondary routes involve alternative means of accessing residential areas other than the primary routes. These routes link onto the primary routes and the design principles have been informed by some of the key characteristics found in Kenilworth's historic residential streets such as Station Road and Stoneleigh Road.

The following design principles seek to establish the character of secondary routes within new residential areas and create a strong street hierarchy in order to assist with wayfinding and legibility. The width of the carriageway, pavements and verges are less than those for primary routes reflecting a reduced intensity of use. These streets will be quieter than the primary route however buildings shall still front onto the streets to maintain a close relationship with the street. Building plot sizes and set backs will typically be more uniform. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.

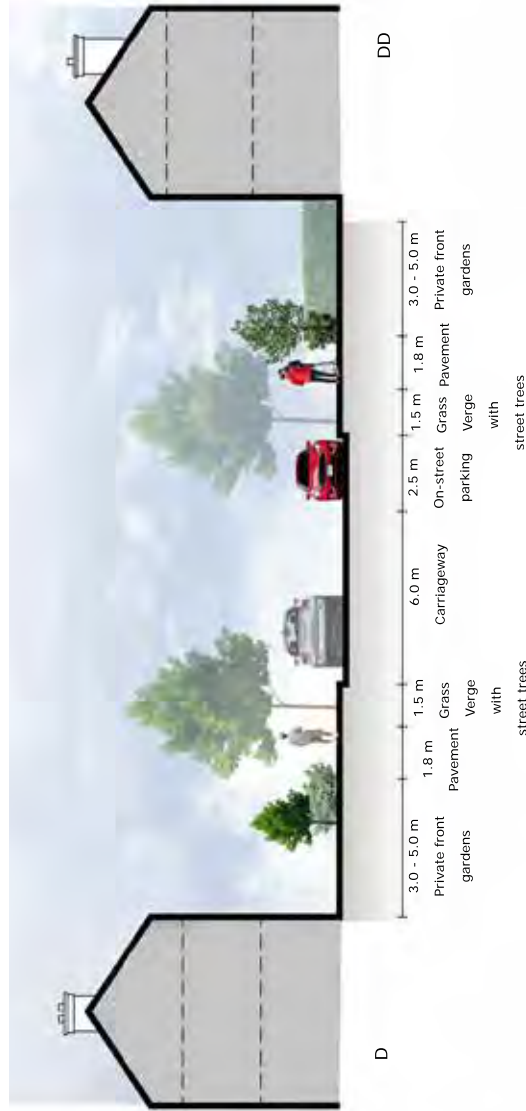


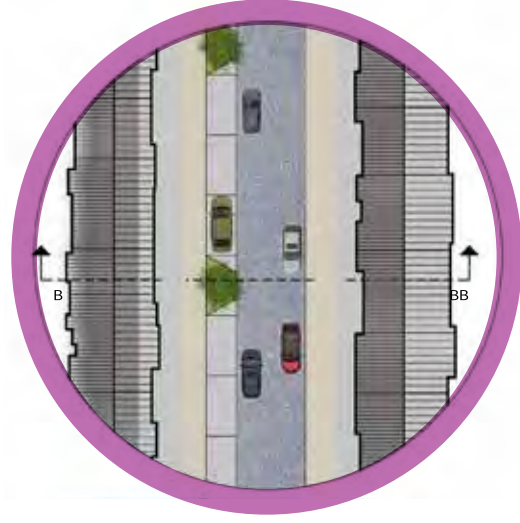
Figure 46: Street level design principles – Secondary Route

Key Design Principles

- Design speed : Typically 20mph
- Dimensions : Typically 5.5m
- Parking : Parallel on-street parking at street frontage separated by trees. Limited on-plot parking
- Pavements : Typically 1.8m wide
- Vehicle Access to dwellings : No vehicular access from street frontage
- Landscaping : Occasional small front garden (no more than 2.0m wide) mainly privacy strip defined by change and hard landscape materials
- Building relationship : Continuous built edge, occasional gap for rear access or mews
- Uses : Residential with habitable rooms facing the street to maintain active frontages
- Building heights : Typically 2 and 3 storey buildings to create varied roof scape. 4 storey buildings in local centres
- Building materials : Predominantly brick with some rendered properties
- Boundary treatment : Occasional low brick wall to the front, to define front gardens. Fences or walls to the rear of properties. No boundary treatment where privacy strip exists
- Block sizes : Typically 50-70m
- Walking / Cycling : Typically off-road cycle routes would not be provided on urban streets as space requirements would prevent this

Urban Street

The urban street involves streets near to local centres. The design principles of this street have been informed by those qualities that can be found at New Street in Kenilworth. The following design principles seek to create more intimate streets typical of historic towns and villages, where buildings have a close relationship with the street. Again a variety of plot sizes, buildings set backs and building heights will provide interest and variety to these streets. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.



Key Design Principles

- Design speed : Typically 20mph
- Dimensions : Typically 4.2m wide
- Parking : No on-street parking, On plot parking only
- Pavement : Typically 1.8m wide pavement
- Landscaping : Typically screen planting to integrate housing
- Building relationship : Detached and semi-detached properties set back from lane
- Uses : Residential
- Building Height : Typically 2 storey with habitable attic space. Some bungalows would also be suitable
- Building materials : Typically red brick, render and some timber
- Boundary treatments : Informal hedges or walls to front, informal native hedges to rear
- Block Sizes : N/A
- Walking / Cycling : It is envisaged that the landscape buffer would incorporate off-road walking and cycling routes

Lanes

Lanes involve routes on the periphery of the new settlement used to access properties, that face out at the site towards green open space or the countryside.

Lanes will be quieter routes at the periphery of development sites and volume of vehicular traffic will be typically low. A key aim of the design principles will be to integrate housing at this location into the broader landscape as well as minimise visual impact. Housing density will typically be lower at these locations in order to further assist integrating new residential areas into the landscape. Detached and semi-detached properties will be prominent building types. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.

Streets such as Fieldgate Lane and Castle Hill have informed the principles for this route typology.

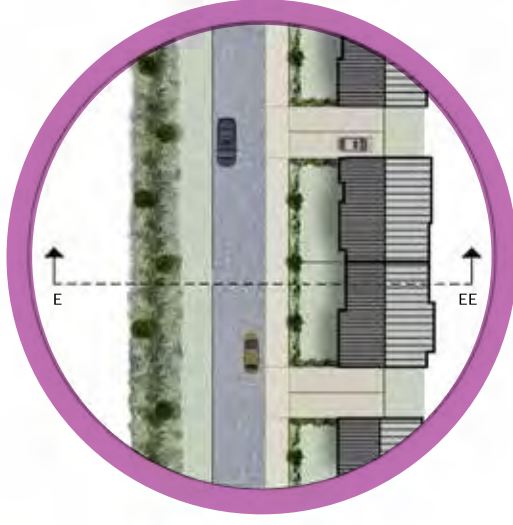


Figure 48: Street level design principles – Lanes

Development Principle 7B: Street Typologies

- a) Development within the site shall adhere to the street level design principles and key design principles of the street typologies set out in this chapter and applicants will be expected to demonstrate how their proposals conform to the typologies. Where there is robust justification for a variation in the street design, some variation may be acceptable.

Materiality

The dominant building materials in Kenilworth are brick, render and to a lesser extent timber. The local brick is a distinctive red colour which provides a depth and warmth to the buildings. Local red sandstone is occasionally used to accompany the brick and is often used as door surrounds, window lintels and sills or for mullion windows. This local stone along with the brick helps to create identity and a sense of place. Roof tiles are typically red clay.

Whilst some variation will be acceptable to provide a variety within the new development, new residential and commercial properties constructed from brick should generally seek to match the warmth and depth of the brickwork found on existing properties in the town and look to utilise roof tiles of a similar colour to those typically found in the town.

Figure 49: Kenilworth Materiality



Boundary Treatments

As highlighted below, there are a variety of boundary treatments found in Kenilworth depending on the age of the property and its location within Kenilworth. Georgian, Victorian and Edwardian properties near to the town centre tend to have low red brick walls to demarcate the front gardens and higher red brick walls at the rear of properties. Older properties at the edge of the town tend to have red sandstone walls. Hedges and fences also feature more towards the edge of the town and are often used as boundary treatments for larger detached and semi-detached properties.

Figure 50 below sets out appropriate types of boundary treatments adjacent to public highway or where the boundary treatment will be prominent from publicly accessible areas. Developers are expected to provide close-boarded timber fencing between adjoining rear gardens of residential properties.

Figure 50: Appropriate Boundary Treatments

<p>Brick Walls</p>  <p>Low brick wall with brick pillars and blue clay tile copings</p>	<p>Front Boundary Treatments</p> <ul style="list-style-type: none"> • Appropriate as boundary treatments to front of properties on primary and secondary routes; • Brick coping with tile crease or blue or red clay tile copings appropriate; • Pillars to define entrances to properties. 	<p>Rear Boundary Treatments</p>  <p>Brick wall with coping and detail</p>	<ul style="list-style-type: none"> • Appropriate as boundary treatments to rear and side of properties; • Used to define streets where buildings do not front onto streets; • Brick coping with tile crease or blue or red clay tile copings appropriate.
<p>Stone Walls</p>  <p>Dressed red stone wall</p>	<ul style="list-style-type: none"> • Dressed sandstone walls appropriate as front boundary treatments on secondary routes and lanes; • To be used where stone is used as a building material; • Stone coping to match local detailing. 	 <p>High red sandstone wall</p>	<ul style="list-style-type: none"> • Appropriate as boundary treatments to rear of properties; • Used in association with formal and informal hedges as well as timber fencing; • Stone coping to match local detailing.
<p>Hedges</p>  <p>Timber fencing with hedging</p>	<ul style="list-style-type: none"> • Appropriate as front boundary treatments for housing on secondary routes, lanes and greenways; • Formal hedging appropriate to front of properties; • Informal hedging appropriate to rear of properties. 	 <p>Informal hedge</p>	<ul style="list-style-type: none"> • Appropriate as boundary treatments to rear of properties; • Used to help integrate properties into the landscape.

Development Principle 7C: Materiality and Boundary Treatments

- a) Development within the site shall predominantly utilise building materials that reflect the local vernacular and Ancient Arden character. However, flexibility will be supported to allow the introduction of alternative building materials in suitable locations where they have an appropriate appearance and relate well to the more traditional building materials and help create character and a unique identity.
- b) Boundary treatments to define plot edges within the development shall be varied and broadly in accordance with details set out in Figure 50. Timber fencing to the boundaries of rear gardens adjoining highways will not be supported for aesthetic and durability reasons.

Car Parking

The following principles should be applied for proposed parking in new residential areas within the site:

- Resident and visitor parking should be located so that it does not dominate the street scene. Street trees and landscape features should be used to break up long lengths of on-street parking bays and it is recommended that a tree or vertical landscape feature be used every 4 bays
- A mixture of parking solutions is encouraged and over reliance on a single solution will usually be resisted. A mix of allocated and unallocated spaces with a mix of provision for these spaces is encouraged
- On-street and on-plot parking should be convenient, accessible and as close to residential properties as possible. It should also be overlooked by habitable rooms which face onto the street. Where on-street parking is provided, it shall be broken-up by appropriate landscaping
- Whilst parking should typically be at the front or sides of properties to create active streets and promote natural surveillance and rear parking courts are discouraged there may be some exceptions or circumstances where parking at the rear of buildings is acceptable or necessary such as in places along the spine road where it is preferable to minimise the number of accesses. In these instances applicants will be expected to justify the proposed approach and adhere to the guidance contained in the Parking Standards SPD
- All parking areas should be constructed from permeable paving unless it is demonstrated to be unsuitable
- Parking areas should conform to guidance stipulated within Warwick District Council's adopted Parking Standards SPD (2018).
- Electric vehicle charging points shall be provided in accordance with the adopted Parking Standards SPD.

Car parking in the employment site, Local Centre and education establishments shall conform with guidance contained within the Parking Standards SPD (2018) in so far as it is relevant, unless there are robust and justifiable reasons for a deviation away from the guidance.

The visuals in Figure 51 provide further guidance relating to car parking that should be followed by developers when preparing plans for the site:

Figure 51: Car Parking Principles

On-Plot Parking



- On-plot parking should be integrated within the street scene
- On-plot parking is appropriate for primary routes, secondary routes and lanes
- On-plot parking not suitable for main streets and urban streets
- On-plot parking will usually be to the side of properties or to the front if there is appropriate soft landscaping

On-Street Parking



- On-street parking should be overlooked by habitable rooms
- On-street parking is appropriate for main streets, urban streets, primary routes and secondary routes
- On-street parking is not appropriate for lanes
- On-street parking should be convenient for local residents

Parking in Local Centres



- Street trees should be used to integrate parking
- Perpendicular parking is appropriate for limited areas within local centres
- It should be located close to retail and leisure uses
- Parking should not compromise vehicle movement along the carriageway
- Cycle parking should be provided in local centres, adjacent to community buildings and within employment areas.

Typical Parking Principles



- Parking should be convenient and accessible
- It should be overlooked by habitable rooms
- Parking should include a variety of different types
- Parking surfacing should be porous to minimise surface water drainage requirements

Typical Parking Principles



- It should promote natural surveillance
- Parking should not dominate the street-scene
- Street trees and landscape features should be used to integrate parking
- Both short and long stay parking should be provided
- Both resident and visitor parking should be provided

Development Principle 7D: Car Parking

- a) Development shall accord with the broad principles relating to car parking set out in this section along with guidance contained within the Parking Standards SPD (2018) and in Warwick District Council's Garden Towns, Villages and Suburbs document (2012).

Incorporating high quality public art into the development

The Planning Policy Guidance which complements the National Planning Policy Framework and provides advice on how to deliver its policies states that 'Public art and sculpture can play an important role in making interesting and exciting places that people enjoy using.' Policy BE1 'Layout and Design' of Warwick District's Local Plan states that 'New development will be permitted where it positively contributes to the character and quality of its environment through good layout and design' and although public art is not explicitly referred to it is considered that its incorporation into development can help address the criteria set out in Policy BE1. Objective B, Point 7 of the Local Plan further highlights that developments should "be built to a high standard in terms of design, and provide inclusive, lively and attractive places where people feel safe and want to live, work and visit".

Warwick District Council is committed to high quality design and its continued support for arts and culture, which includes public art (work produced by artists within the natural or built environment). Arts and culture have an economic value, a positive impact on health and wellbeing and contribute to social capital and community cohesion within the district.

Warwick District has a long tradition of public art and there are many excellent examples of sculptures, commemorative statues and memorials throughout the area. The scale of development on this site creates opportunities for collaboration and provides the context and inspiration for the commissioning of public art. Developers are encouraged to consider how they will incorporate public art and involve artists and makers from the pre-application stage. Warwick District Council's Arts Section and Planning Officers can provide advice in this regard.

Public art schemes should consider drawing inspiration from the heritage of Kenilworth. This could include:

- a) incorporating imagery, maps, poetry or text
- b) referencing Kenilworth's local history and providing interpretation
- c) creating permanent sculptures which represent historical figures or notable residents
- d) creating temporary or living artworks utilising rural / natural assets
- e) incorporating materials with links to Kenilworth such as red sandstone

Artists developing work based on this theme should be encouraged to undertake research into the history of Kenilworth, perhaps through accessing local archives or by consulting with English Heritage and collaborating with some of the areas local history groups.

Artists should consider how public art could assist with wayfaring and orientation at key locations throughout the development. This could include:

- a) functional artworks integrated into paving schemes, pathways or cycle routes
- b) the creation of bespoke 'trails'
- c) enhancing day-to-day pedestrian routes

- d) improving cohesion with other parts of the town or neighbouring developments
- e) using sculpture to create a defining landmark or provide an attractive focus / meeting point in open spaces
- f) lighting which could provide a welcoming, safe environment at night
- g) installation of street furniture such as carved wooden or stone seating
- h) landmark art that announces arrival into the development.

Artists should consider how public art could be innovative and reference Kenilworth's past, present and future. This could include:

- a) interactive public art incorporating movement
- b) working with young people of the area to create and install work
- c) street / graffiti art
- d) incorporating public art into play parks and open spaces
- e) referencing links to education and learning
- f) incorporating digital elements
- g) highlighting the area's links to engineering and design.

Development Principle 7E: Public Art

The incorporation of public art into the new development will be supported and strongly encouraged. Proposals shall demonstrate that the following criteria have been considered:

- a) All major applications relating to the site shall include a scheme for the incorporation of high quality public art, to help deliver a successful residential environment and reinforce local and cultural identity. In addition to standalone, isolated projects public art should be incorporated into the development design as a whole wherever possible. Many of the essential elements that make up a building or landscape are often suitable for artistic interpretation. For example, entrances, cladding, doors, windows, lighting, signage, seating and paving areas can be individually commissioned to give developments a unique identity;
- b) In formulating a scheme for the incorporation of public art applicants are recommended to:
 - Liaise with the Council's Arts Section and the Local Planning Authority at the pre-application stage;
 - Devise and implement quality programmes of community participation and education as part of public art commissions. Warwick District Council strongly recommends that a clear process of artist led engagement with local stakeholders regarding public art is put in place in order to encourage understanding, ownership and civic pride;
- c) Include artists in the masterplanning or design concept stage of developments wherever possible;

d) Public art initiatives shall aim to be of the highest possible artistic merit and shall:

- Be of high quality, robust design and manufacture;
- Create interesting and exciting places;
- Increase public perception and interest in art and how artists work;
- Provide opportunities for artists to create original work and have it seen by large numbers of people.

8. Delivery of utilities infrastructure to meet the needs of the development

Objective 8: Delivery of necessary utilities infrastructure to meet the needs of the development

Relevant Local Plan policies: DS3 'Supporting Sustainable Communities'; BE5 'Broadband Infrastructure'; FW1 'Reducing Flood Risk'; FW2 'Sustainable Drainage'; FW3 'Water Efficiency'; FW4 'Water Supply'

Public Sewers/Water

There is limited sewerage infrastructure running into the site with plans indicating a 825mm diameter sewer running eastwards from Glasshouse Lane and discharging into the watercourse crossing the site. There do not appear to be any other foul or surface water sewer within the site or water mains.

Severn Trent Water has undertaken a hydraulic modelling sewer capacity development in the east of Kenilworth and have provided recommendations for this document.

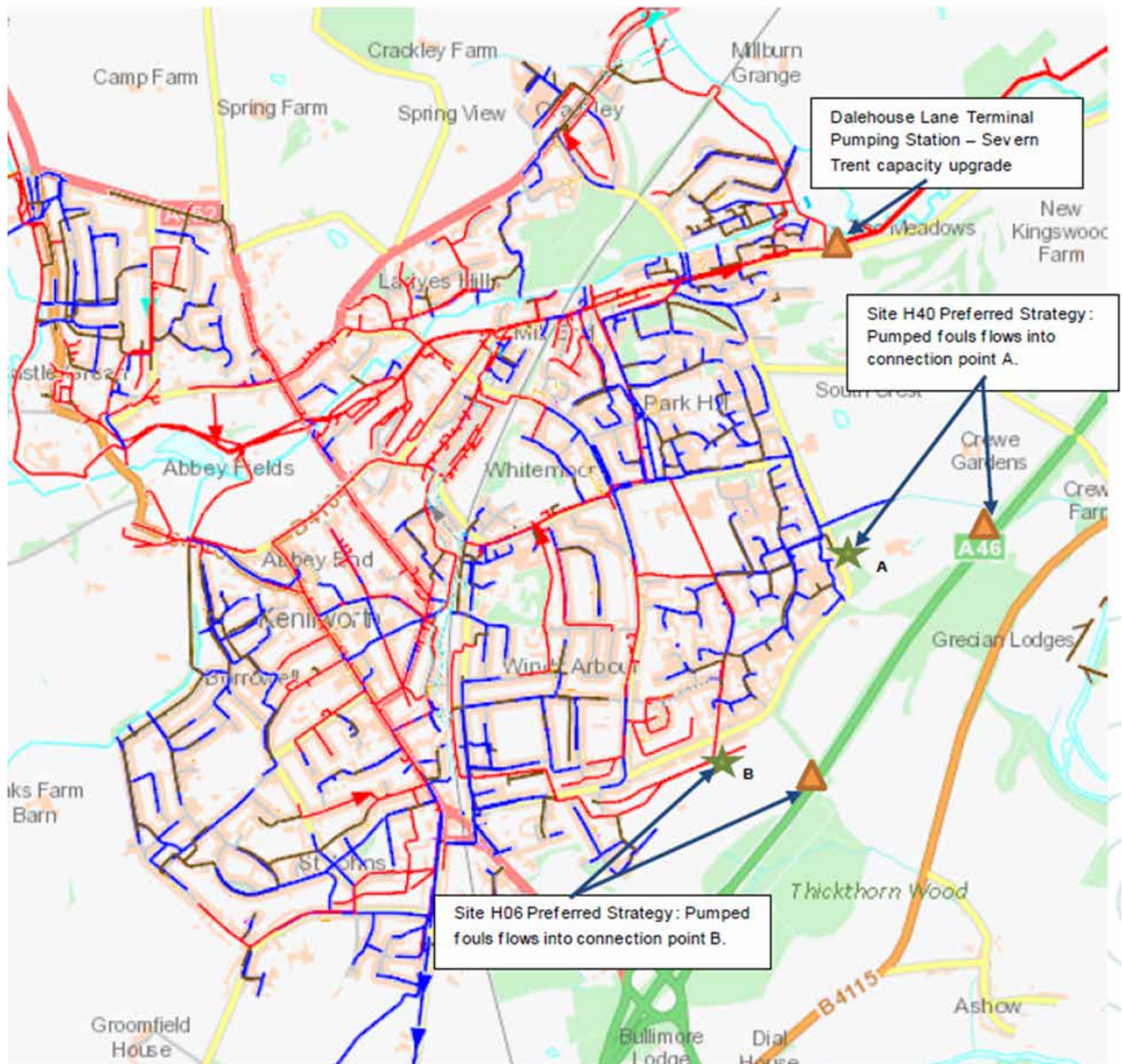
Foul Water Drainage: The modelling found there to be a low impact on flooding to the existing network, meaning that the foul flows from the site can be routed through the existing system. As the land topography runs downhill towards the A46 flows from development at H40 and ED2 will not connect through a gravity connection, so will need to be pumped. Two pumping locations and two connection points are recommended by Severn Trent Water (connection points are A and B and pumping stations are orange triangles in Figure 52).

A high pollution risk has been found at Dalehouse Lane Terminal Pumping Station which requires additional storage to accommodate the development. A previous modelling study had identified that approximately 280 dwellings can be accommodated within the existing network before capacity improvements are likely to be required. A scheme will be promoted by Severn Trent to address this.

Surface Water: Under the terms of Section H of the Building Regulations 2000, the disposal of surface water by means of soakaways should be considered as the primary method. If these are found to be unsuitable, satisfactory evidence will need to be submitted. The evidence should be either percolation test results or by the submission of a statement from the SI consultant. If soakaways are not practical then discharge to a watercourse or a ditch should be explored. Where there is a watercourse on a site connection to public sewers will not be required. Subject to the above, Severn Trent Water expects all surface water from the development to be drained in a sustainable way to the nearest watercourse or land drainage channel, subject to the developer discussing all aspects of the development's surface water drainage with the Lead Local Flood Authority (LLFA). Any discharge rate to a watercourse or drainage ditch will be determined by the LLFA / Environment Agency.

Connections: For any new connections (including the re-use of existing connections) to the public sewerage system, the development will need to submit a Section 106 application form from Severn Trent Water's Developer Services department.

Figure 52: High Level Drainage Strategy, including connection points and risk to Dalehouse Lane Pumping Station (map provided by Severn Trent Water)



Electricity

Plans received from Western Power Distribution indicate that 11kV overhead high voltage electrical cables are present within the H40 allocation and a low voltage overhead cable is also present in this part of the site. Further underground cables are present in the H06 allocation, connecting to existing properties and a telecommunications mast. Developers within these areas of the site will need to liaise with Western Power around the diversion of electricity cables, where required.

Western Power Distribution has confirmed that the existing primary substation serving Kenilworth has limited capacity and would not be able to support the extent of growth on the site without improvement works. The substation can be upgraded to create capacity but any upgrade works will depend on factors including final load requirements, timings and network

conditions before Western Power can determine suitability of upgrading the existing facility rather than provision of a new substation. Existing substations to the southern side of Coventry are considered to be too far away from the site to be suitable for any connections.

Where a new primary substation is required, ideally it should sit within the required load centre. Western Power have purchased land to the north eastern corner of the development site thus providing a site for a potential primary substation within the load centre should a new substation be required. Upstream reinforcement works to the Berkswell 132kV substation may also be required.

Within the site distribution substations, average size of 4x4m will also be required and shall be positioned in discreet locations away from living areas and boundary treatment can further minimise the visual impact of the substations.

Gas

Plans received from Cadent Gas relating to the site indicate that there are no gas mains crossing the site except for a low pressure main which crosses Glasshouse Lane and terminate within Glasshouse Spinney. Therefore, new infrastructure will be required on the site to connect to the existing network.

Telecommunications

British Telecom has apparatus in the form of both overhead lines and underground lines within the site. Given the limited number of buildings within the site, services are minimal across the site. Some Virgin Media equipment is also present in the area, including along Glasshouse Lane.

Development Principle 8: Utilities

- a) Developers are encouraged to enter into early pre-application discussions with all relevant utilities (electricity, gas, water and telecommunications) providers to confirm what infrastructure exists within their site and ensure that any relevant requirements of the infrastructure providers are incorporated into development proposals
- b) Developers, where relevant, shall liaise with Severn Trent Water with regards to providing pumping stations and other necessary infrastructure in locations as indicated on Figure 53 (connection points are A and B and pumping stations are orange triangles)
- c) Developers, where relevant, will be expected to contribute (directly to Severn Trent Water) towards capacity improvements at Dalehouse Lane Terminal Pumping Station
- d) The disposal of surface water by means of soakaways should be considered as the primary method of managing surface water. If it is demonstrated that these are unsuitable for the site then discharge to a watercourse or a ditch should be explored.
- e) Developers, where relevant, will be expected to contribute (directly to Western Power Distribution) towards improvements to the existing Kenilworth Primary Substation or an additional primary substation in the town and any necessary connection and upstream reinforcement works
- f) In order to ensure a visually attractive development, distribution substations shall be sited in locations that are not unduly prominent from roads, colour coated green and shall be positioned a minimum of 5m from any living areas (living rooms, kitchens, bedrooms) and include provision for a brick wall around the enclosure.

CHAPTER 8

Shaping the Indicative Masterplan

Masterplan Design Principles

In addition to the general design principles set out in Chapter 7, the following more specific design principles have informed the spatial arrangement of the Indicative Masterplan:

- Maintaining consistency with the Local Plan in terms of the location of residential, employment and educational uses within the site
- Retention and protection of valued landscapes and heritage assets such as the Scheduled Monument and ancient woodland
- Retention and enhancement of green infrastructure particularly peripheral planting areas
- Introduction of a spine road as the main primary route linking the residential and employment areas whilst avoiding destruction to the Glasshouse Spinney Local Wildlife Site, Glasshouse Wood and Rocky Lane public footpaths
- Ensuring that green open space and green infrastructure forms an integral part of the masterplan proposals and is dispersed evenly across the site
- Ensuring the necessary infrastructure to encourage walking and cycling as part of people's daily routine
- Connecting the site with the existing town and surrounding countryside
- Ensuring that the Local Centre and community facilities are within walking distance from main residential areas and centred around civic and public realm spaces
- Ensuring that proposed dwellings face directly on to adjacent streets to create active frontages and maximise natural surveillance
- Creating a clear hierarchy of connected streets to enhance legibility and wayfinding
- Siting residential areas within a woodland framework where housing density increases towards the main centres and decreases towards the periphery of the site
- Allowing for new development to create distinctive new communities and places which have been informed by the intrinsic qualities of Kenilworth's historic districts rather than simply creating an urban extension
- Reconciling the environmental, transport and historic constraints with the level of development outlined for the allocated sites
- Providing well connected green open spaces that are fully accessible. This includes a central green open space/park

Concept Plans

The following concept proposals drawings identify the thought process and broad principles that have shaped the Indicative Site Masterplan. The concept proposals have been developed in response to the site constraints and opportunities identified during the site analysis.

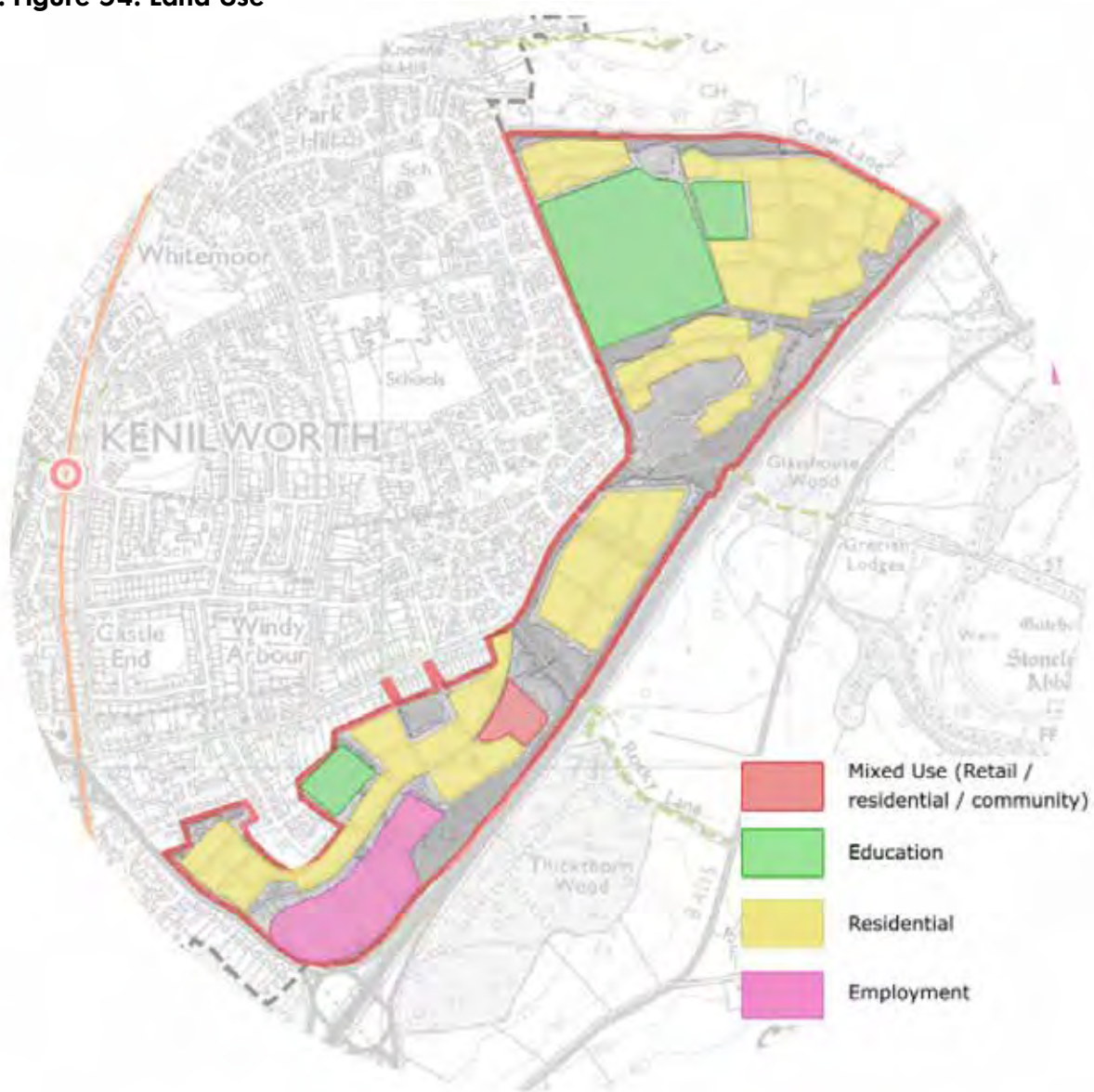
Please note that the locations identified are indicative of geographical location rather than the actual size of the proposed use



LUC (Land Use Consultants)

- 147 ■

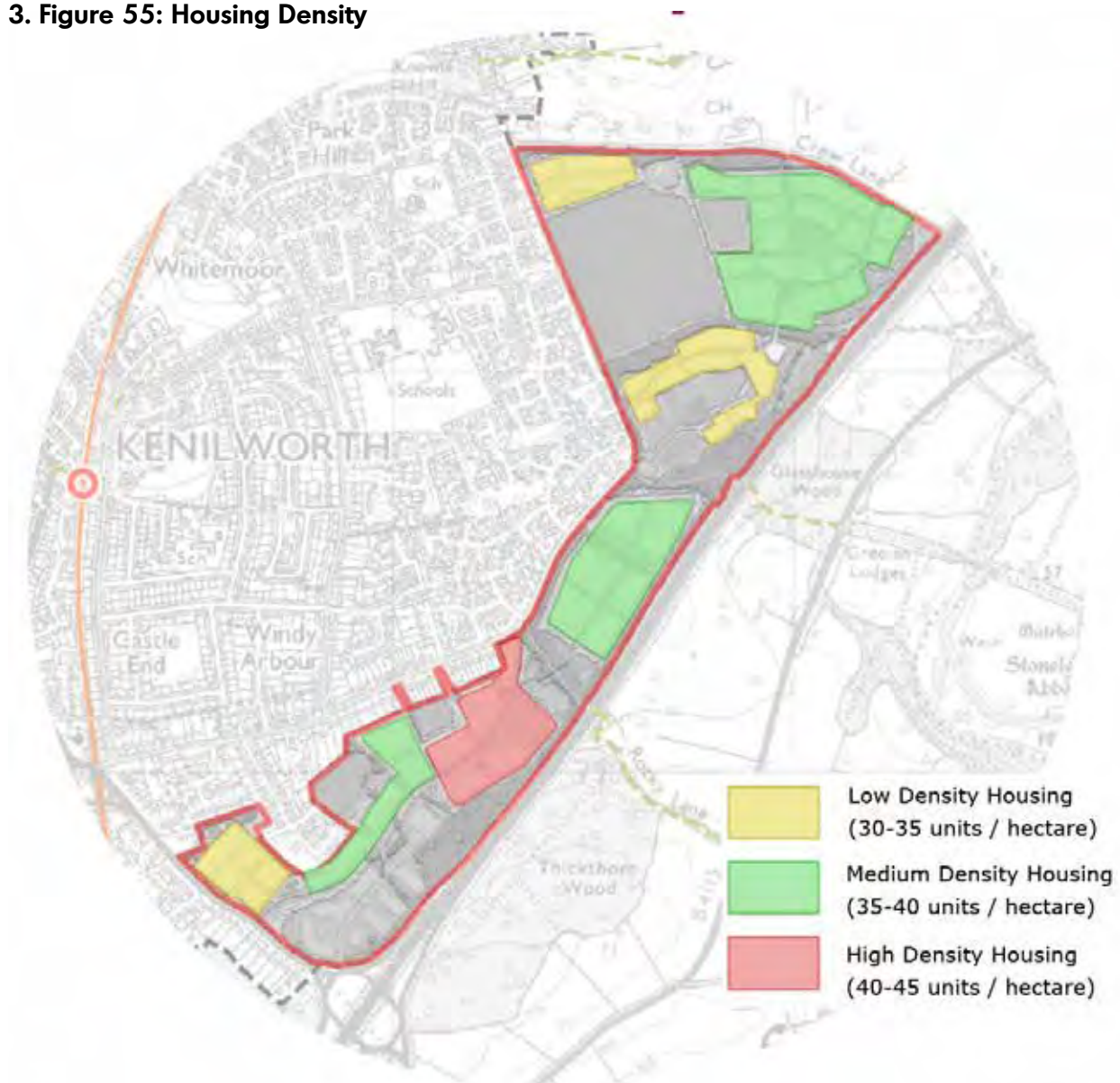
2. Figure 54: Land Use



LUC (Land Use Consultants)

The Indicative Masterplan has identified 4 main land uses within the Development Brief site. These include employment, residential and educational uses. Some mixed uses have been identified in the local centre and include residential uses with some retail and community uses. The land identified for employment use which is consistent with Local Plan allocation E1, is located adjacent to Leamington Road thus allowing access to the adjacent A46. Education uses include the secondary school site off Glasshouse Lane which is consistent with the education allocation ED2 in the Local Plan. It also includes the primary school sites located adjacent to the secondary school site and towards the southern end of the Development Brief site, connected to green infrastructure and accessible routes. Residential uses are consistent with housing allocations H06 and H40 in the Local Plan.

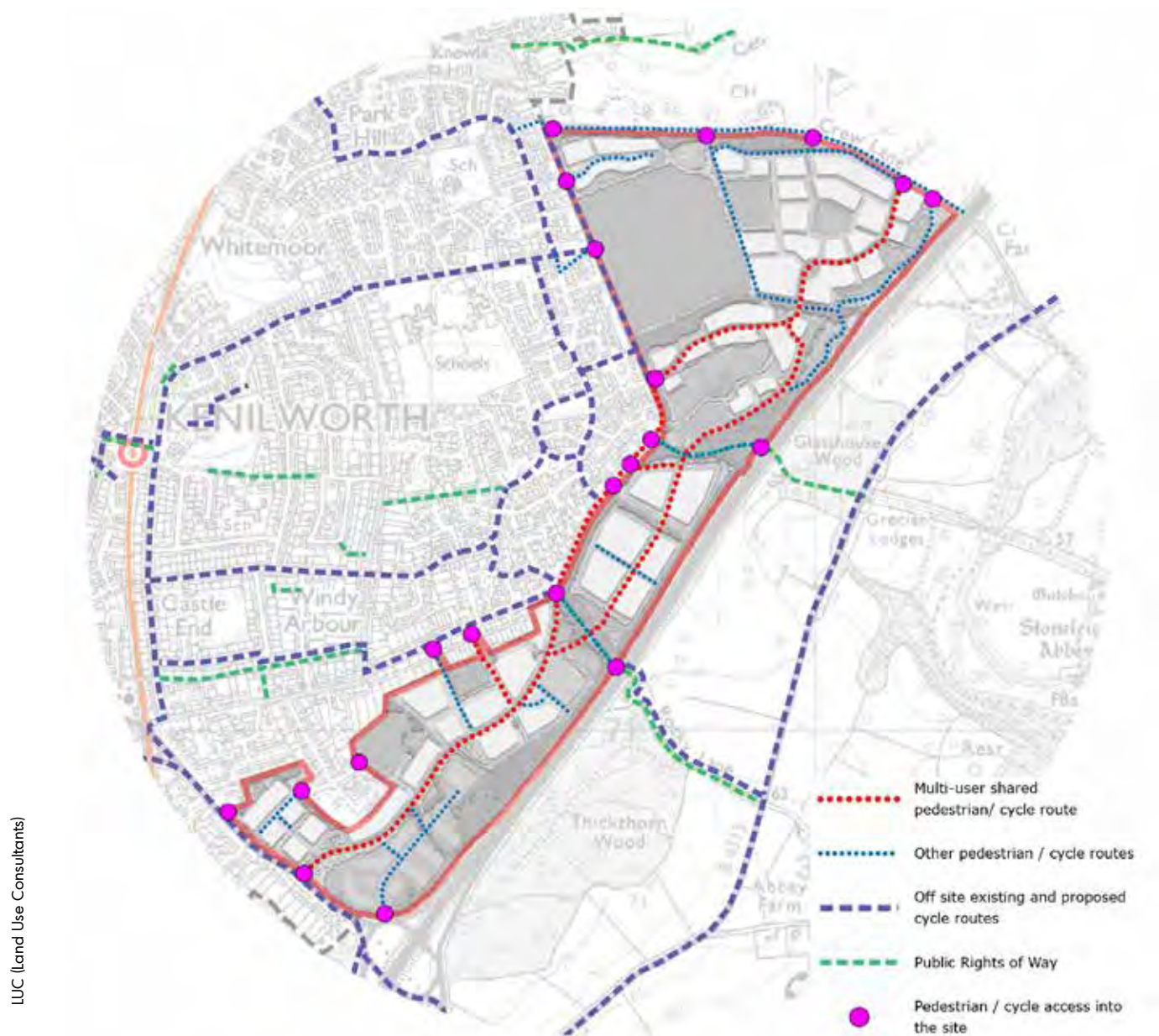
3. Figure 55: Housing Density



LUC (Land Use Consultants)

The spatial masterplan assumes an average density across the Development Brief site of 35 units per hectare. In order to create a sense of place, provide different housing types and to avoid monotonous bland residential areas the housing density should vary across the site. Indicative housing density is higher in the local centre and is typically between 40-45 units per hectare. At this location the housing should consist of a mix of townhouses and terraced cottages in order to create a continuous built edge to streets as they pass through the local centre. Moving away from the local centre the housing would decrease to between 35-40 units per hectare. At the periphery of the site the density would decrease further to between 30 and 35 units per hectare. This low density housing would be set amongst woodland and green infrastructure and allow the housing to be integrated into the wider landscape as well as mitigate the impact on local visual receptors, historic assets and areas of ecological interest.

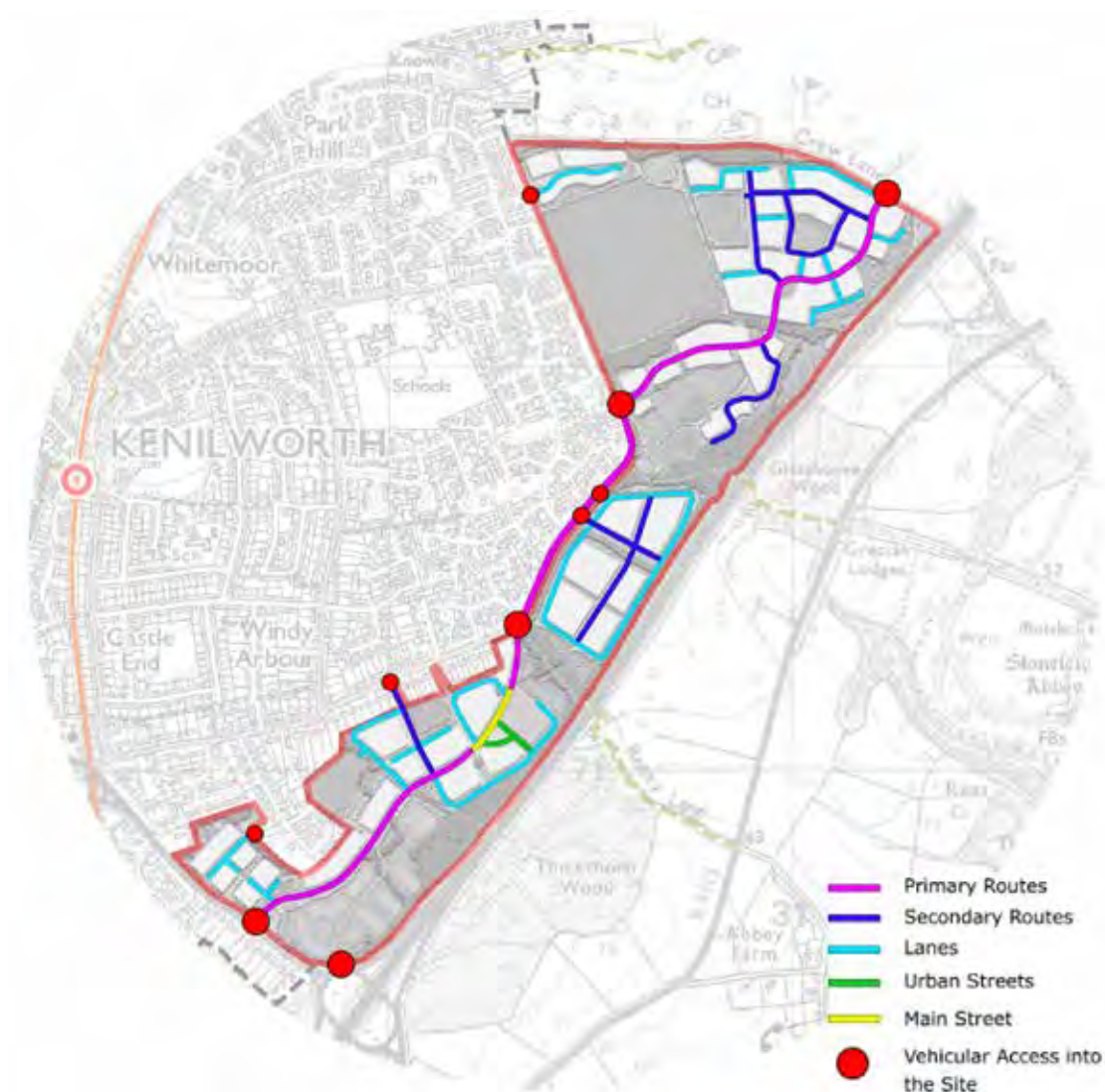
4. Figure 56: Pedestrian and Cycle Connectivity



LUC (Land Use Consultants)

The Indicative Masterplan provides an opportunity to improve connectivity within and around East Kenilworth. The site should create places that encourage walking and cycling as part of people's daily routines. The site should be connected to off-site existing and proposed pedestrian and cycle routes in order to connect new housing to other parts of Kenilworth including the town centre, existing green infrastructure and public open space, key areas of employment such as the University of Warwick and to the wider countryside. The new residential areas should seek to create a network of multi-user routes suitable for pedestrians and cyclists that are safe and attractive and encourage people to move around the new community without relying on the motor car. These routes should be linked to public open space, new schools, new local centres and community facilities as well as bus stops. The routes should be set within green infrastructure and also connect the employment site to new residential areas.

5. Figure 57: Street Hierarchy / Connectivity



LUC (Land Use Consultants)

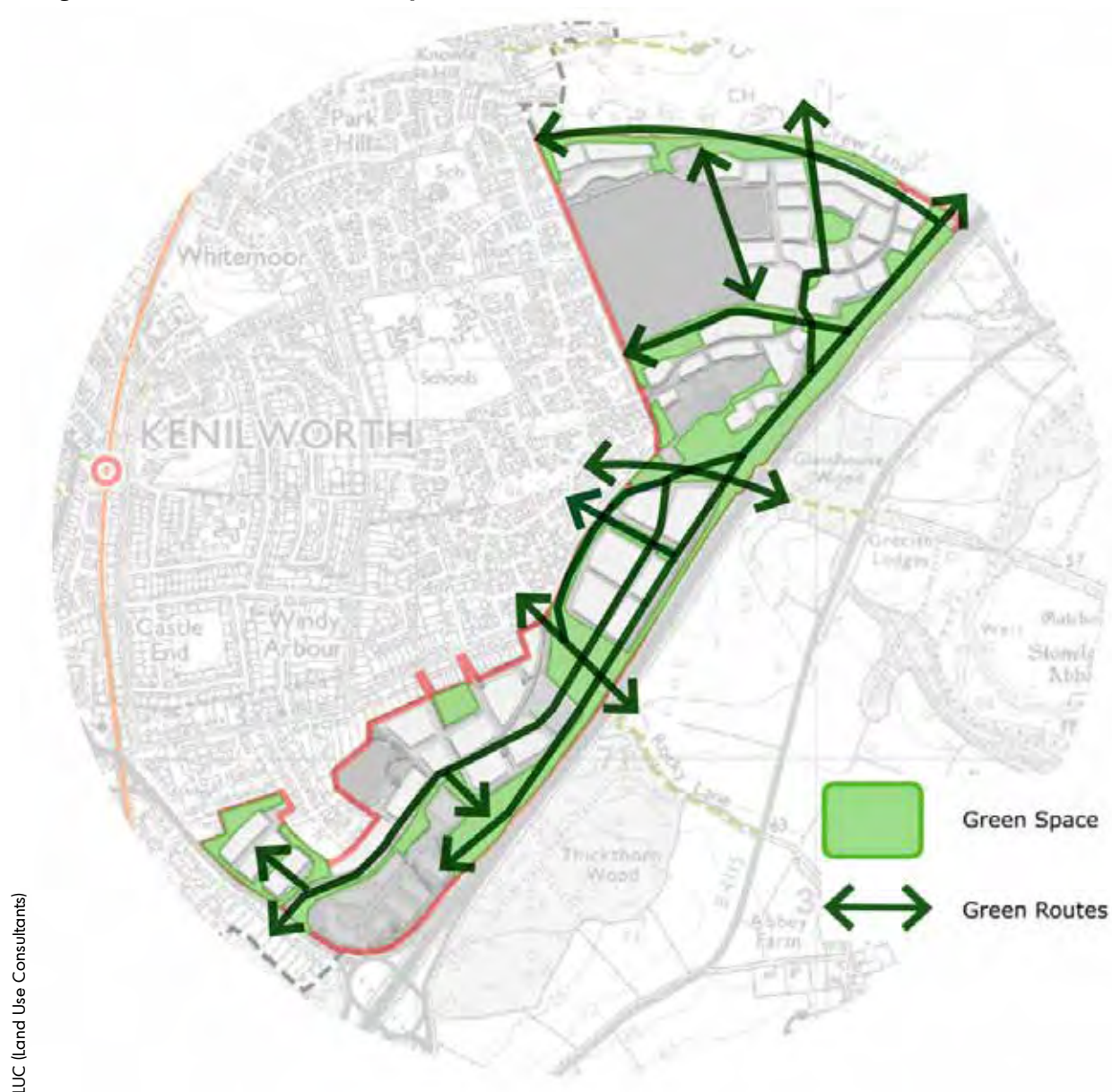
The relationship that the streets have with one another and to the built form will have a significant impact on the character of the new residential areas. Streets should be designed as high quality low speed pedestrian and cycle friendly environments with a clear hierarchy based on the following types:

Main streets, Urban streets, Primary routes, Secondary routes, Lanes

Street geometry should vary to reflect the function and significance of the route. For example primary routes will be wider than secondary routes and secondary routes wider than lanes. The widths of individual streets should also change according to location and function, i.e. at crossing points within local centres the street should narrow to slow traffic or widen out within the main centre to accommodate parking. Street geometry and hierarchy should also be informed by the characteristics of the existing streets and historic routes within Kenilworth. The design principles for these routes are identified within Chapter 7.

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

6. Figure 58: Connected Green Spaces

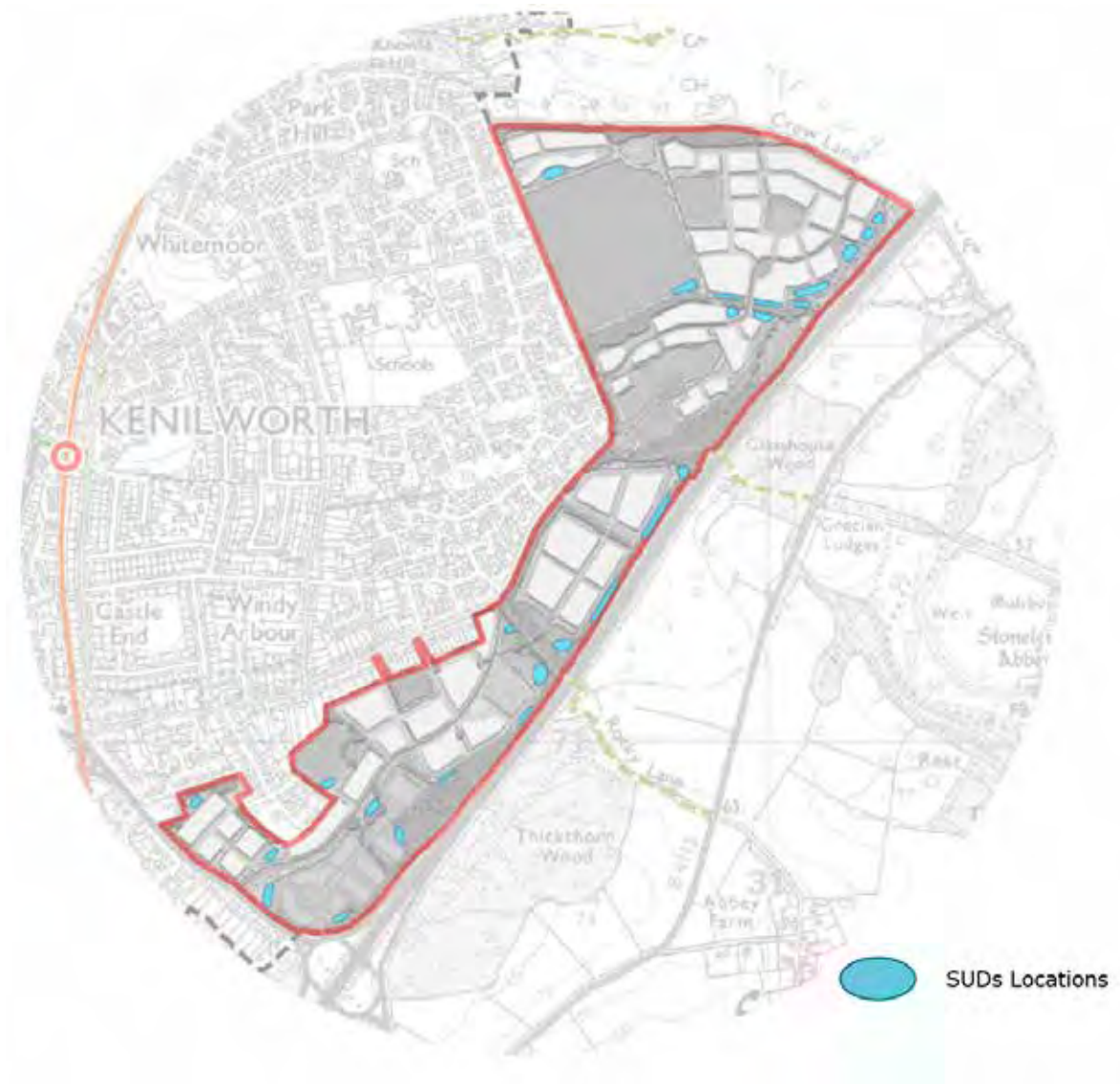


The Scheduled Monument is incorporated into a new linear country park which connects Crewe Lane to the main residential area. The other main area of green open space is a park located around Rocky Lane and is positioned centrally. Both areas will provide childrens play areas as well as opportunities for recreation and leisure. Allotment sites are also included.

The Green Space Strategy for the site includes:

- Provision of a green corridor through the site linking residential areas and schools with the local centre
- Retention and integration of existing woodland
- Provision of a large central park near to the local centre
- Incorporation of public rights of way

7. Figure 59: Sustainable Drainage



LUC (Land Use Consultants)

All future development within the site should identify a strategy for managing surface water drainage in order to reduce surface water run-off and the discharge of surface water into the existing drainage system or watercourses. Sustainable Drainage Systems (SuDS) should be adopted for new residential and employment areas allowing water to be stored and discharged into the drainage system in a controlled way. Typically this will include both source control features such as permeable surfaces and conveyance features such as attenuation ponds to create a management train for surface water on the development site. Development should also consider ways to reduce the amount of surface water entering the drainage system including:

- Capturing and re-using rain water
- Introducing permeable surfaces
- Introducing green/blue infrastructure to capture surface water drainage
- SuDS should be incorporated into green infrastructure and become a natural feature and lie on the low parts of the site to the east.

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



Figure 61: Indicative Scale Parameters Plan

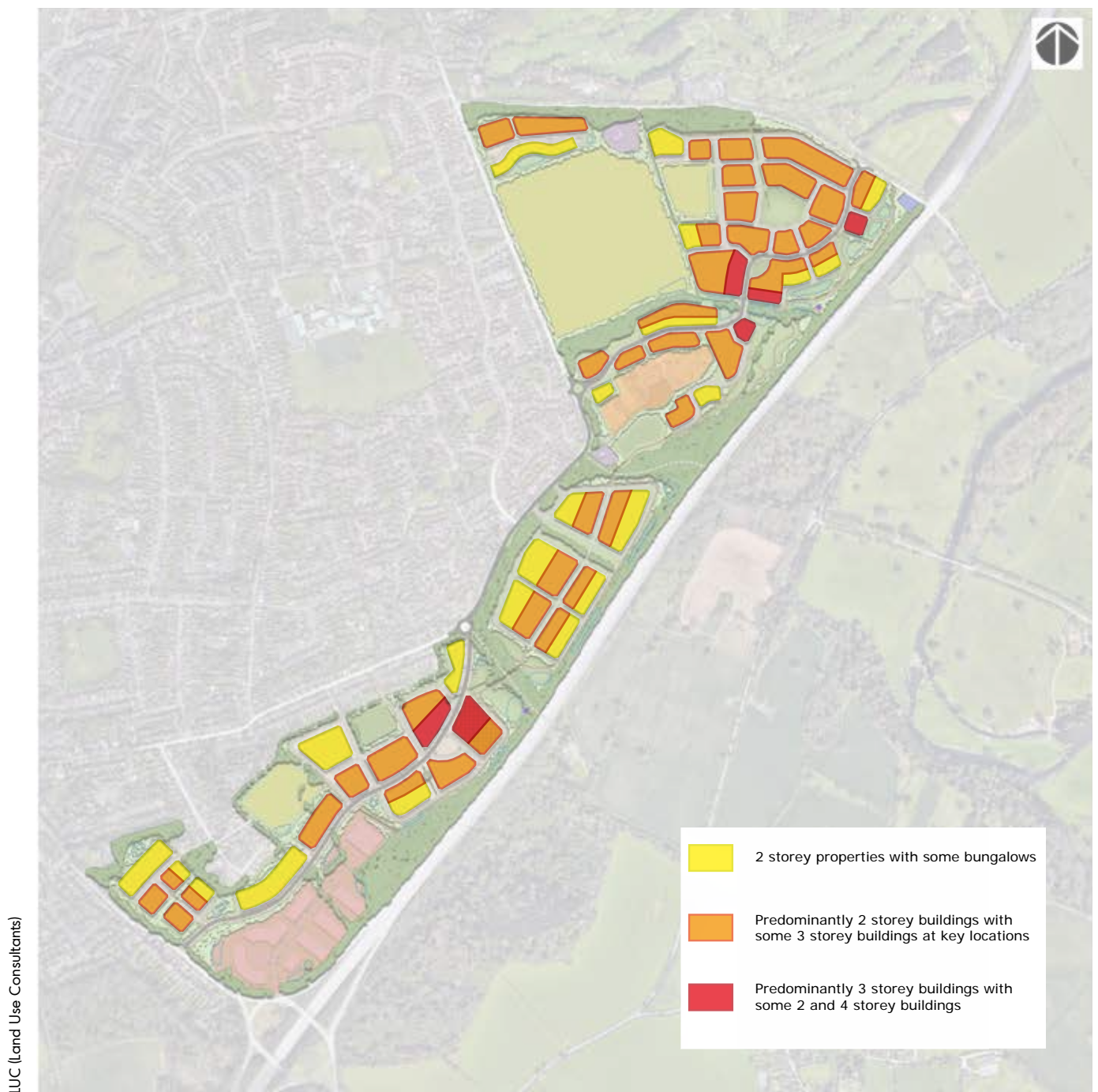
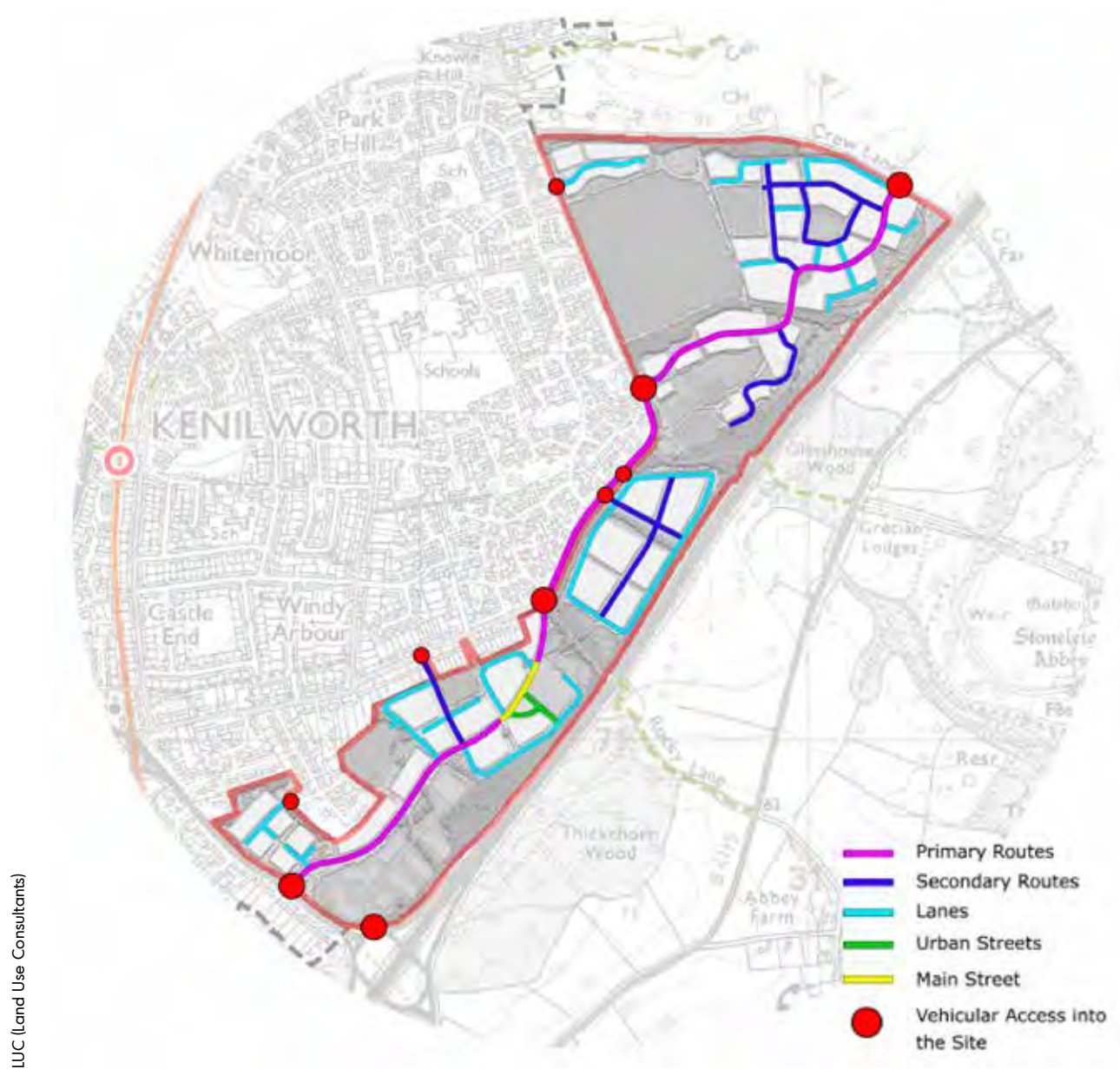


Figure 61 provides an indicative scale parameters plan based on the Indicative Masterplan for different parts of the site. Towards the edge of the site where properties are closely located near to existing residential properties it is recommended that the scale of properties is similar to the scale of 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 2½-3 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

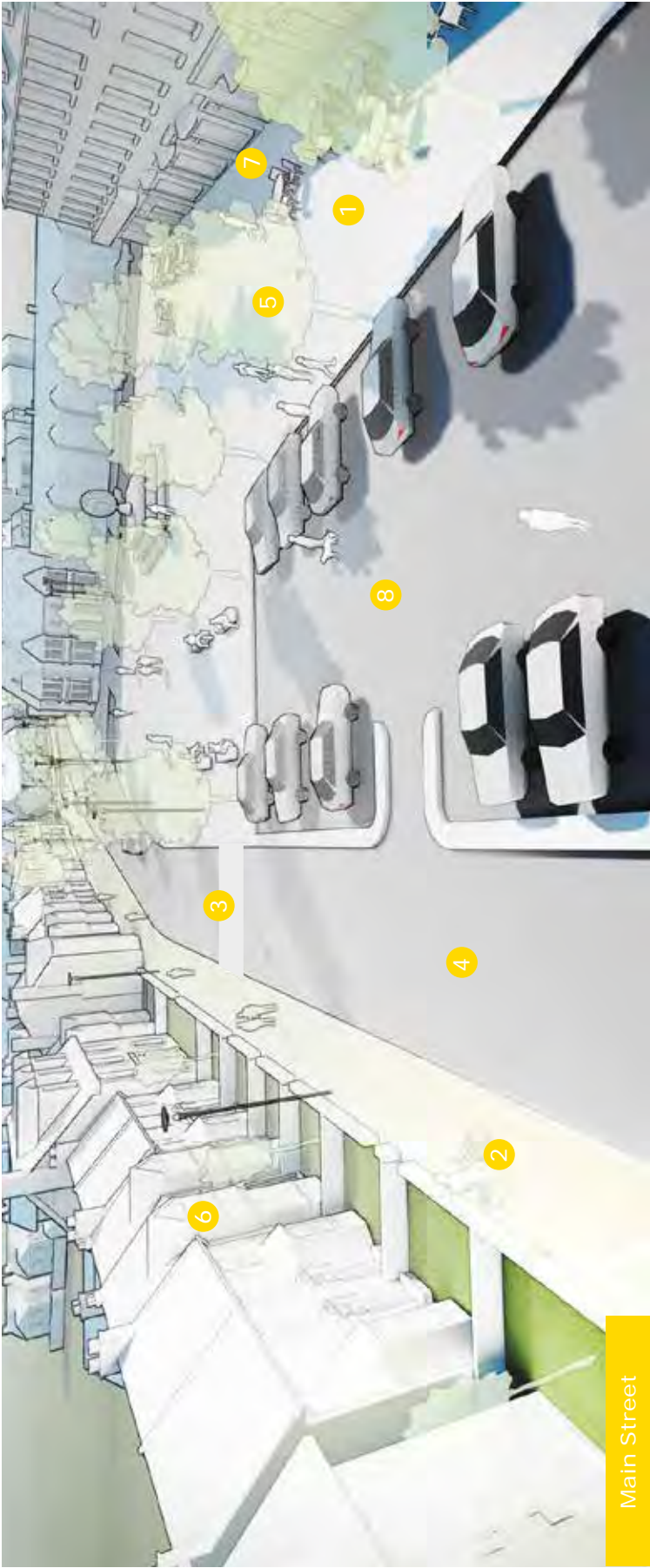


Chapter 8 introduced the hierarchy of streets and Street Level Design Principles. The following section describes in more detail with supporting visuals the design principles for each of the street types recommended within the site. These principles are based on the street level Design Principles initially 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



Recommendations

- 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.
- 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.
- 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.
- 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.

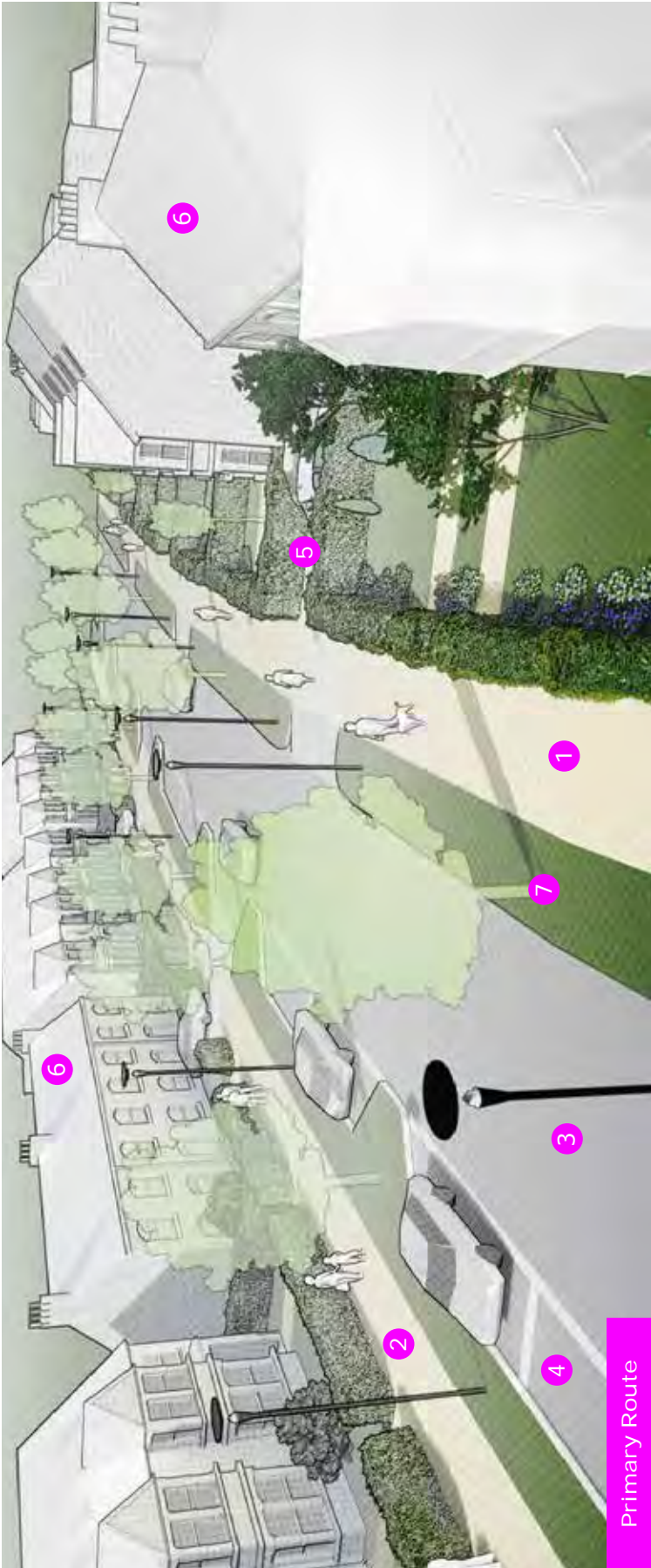
- Street trees should be used to help integrate parking into the street scene as well as to frame key views. They should also be used to assist with legibility and wayfinding defining key routes and public realm spaces and form part of a SUDs system
- Buildings within the main centre shall form a continuous 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 setbacks 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.
- 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.

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 3262 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

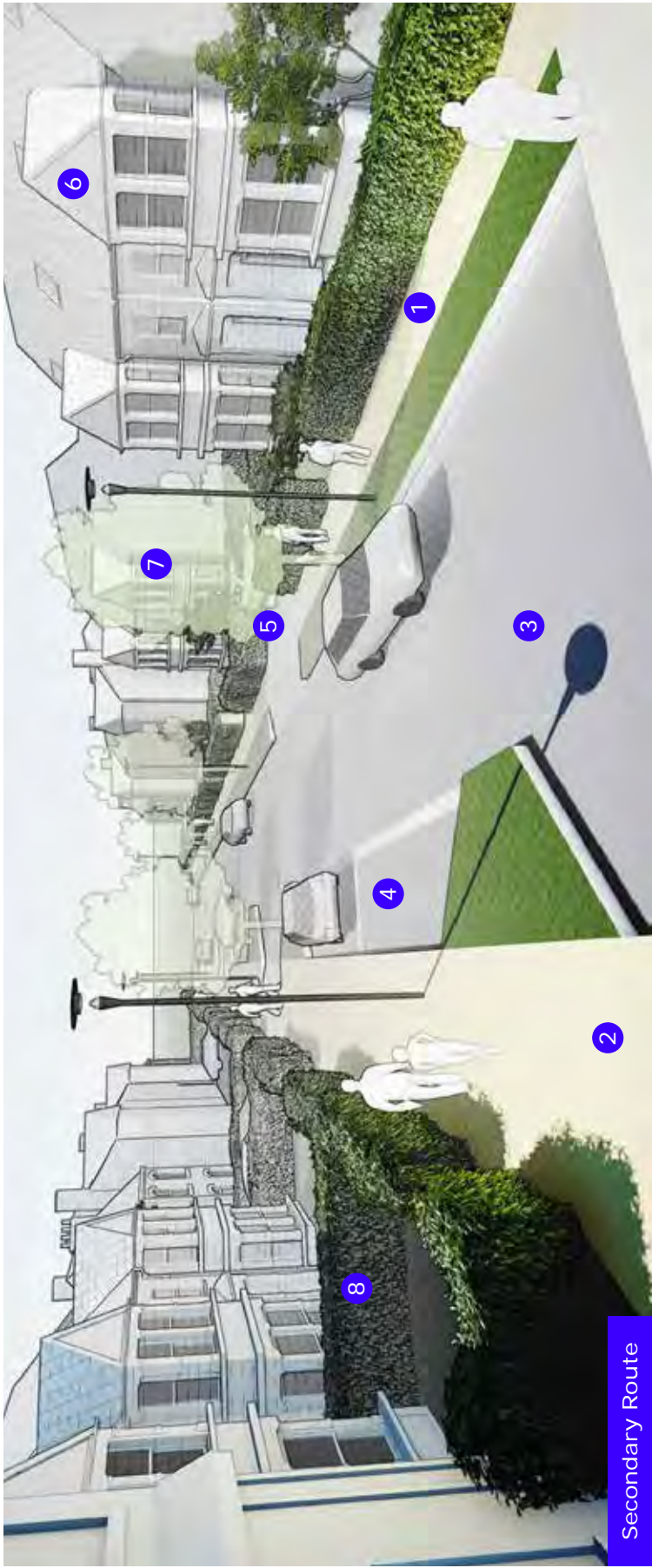
Recommendations

- 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 segregated 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

- 1 of parking should be subdivided into smaller bays in order to avoid expansive areas of unattractive parking. The parking bays should be differentiated from the main carriageway by a change in surfacing.
- 2 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.
- 3 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.
- 4 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 'SUBs' system. Trees should be spaced between 8-16m centres.

Figure 64: Secondary Route

LUC (Land Use Consultants)

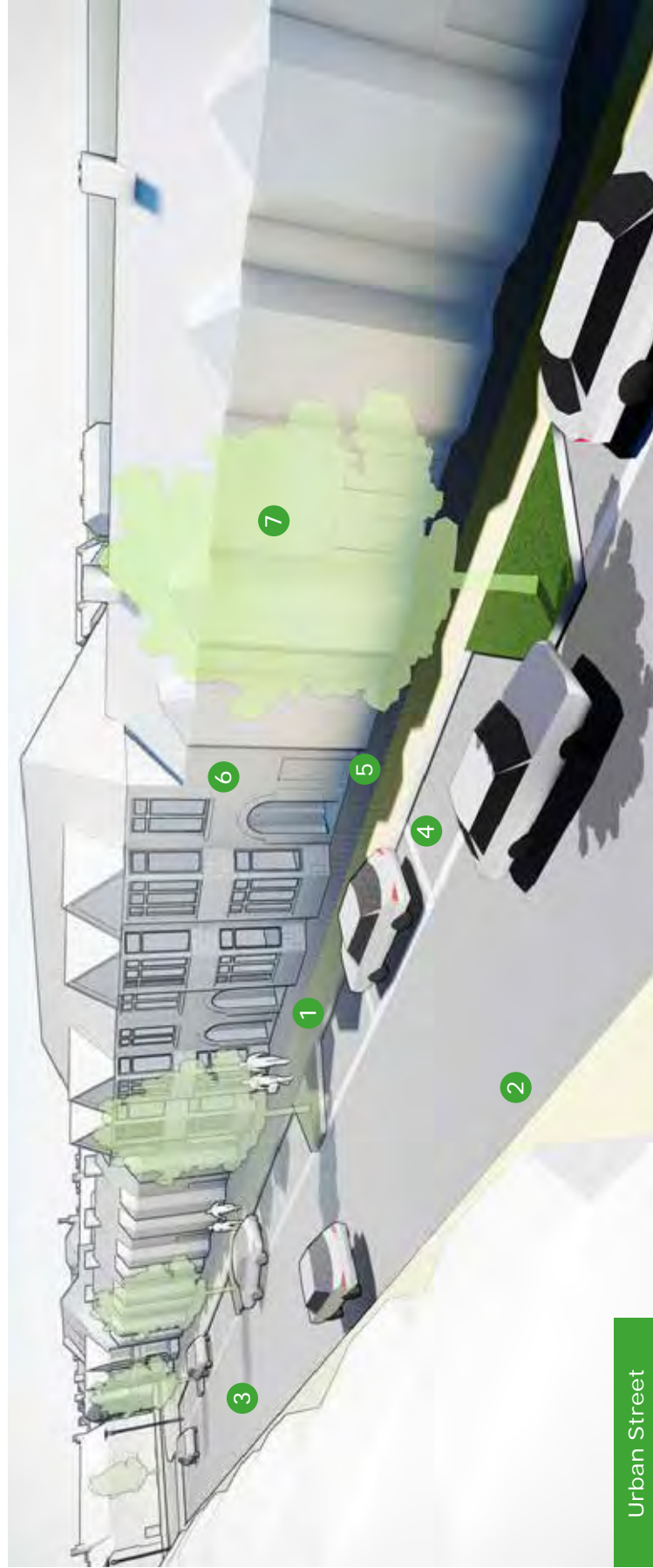


Secondary Route

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.



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.

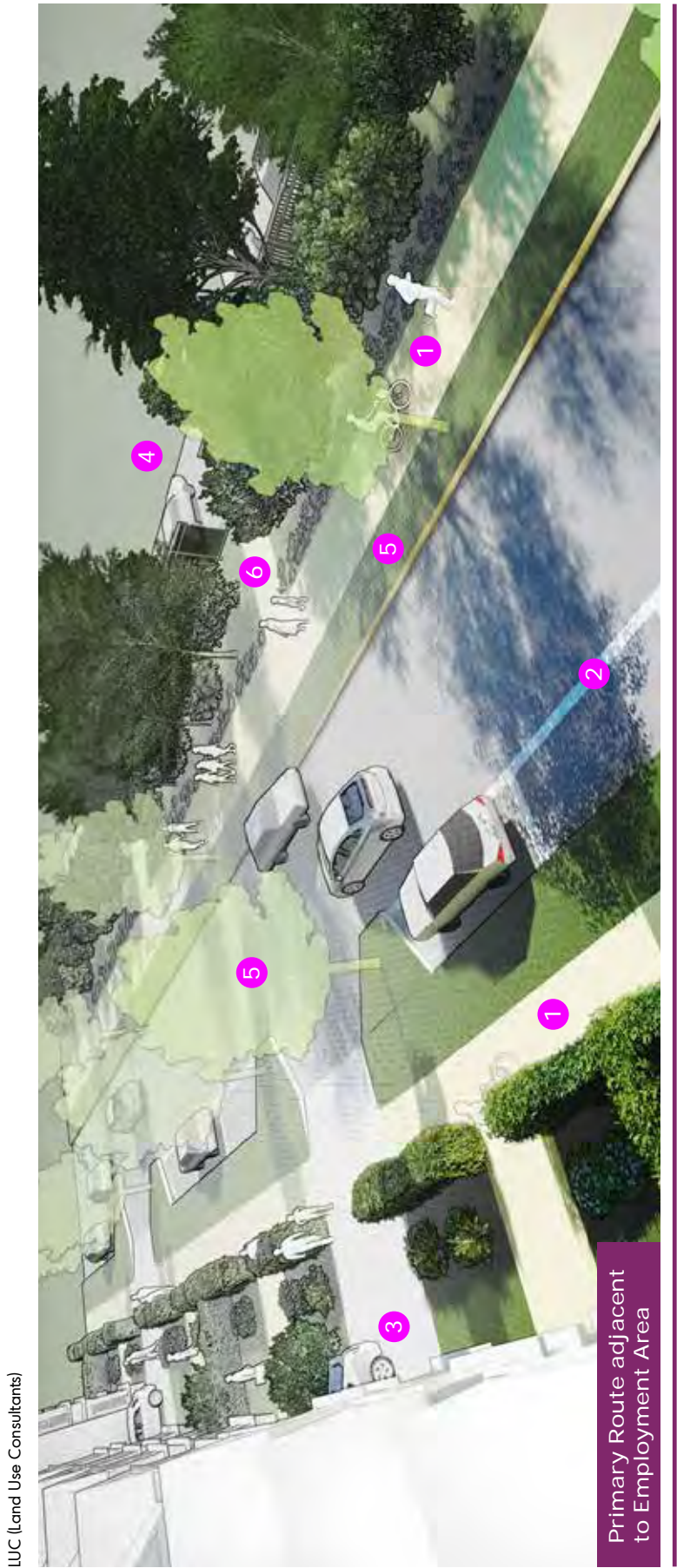
4 On-street parking should be 2.5m wide and located on one side of the carriageway. Parking bays should be broken up with street trees to avoid long lengths of bland parking. Parking bays should be differentiated from the main carriageway by a change in surfacing. Other parking should be provided at 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



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.



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

CHAPTER 10

Delivery

This Development Brief will inform all planning applications relating to the site and it is expected that applications will adhere to the guidance and overriding principles set out in this SPD.

Whilst this is a high level indicative masterplan only, it is expected that development across Land East of Kenilworth will come forward in general conformity with the masterplan unless the Local Planning Authority is agreed that there are robust and justified reasons to deviate away from the masterplan. The location of infrastructure, including the secondary school, primary schools, central park, Local Centre with community centre as shown on the indicative masterplan is broadly where the respective infrastructure will be expected to be located.

Collaboration and Consultation

Whilst it would be preferable to receive one outline planning application covering the entire site Warwick District Council understands the challenges of this given the context of there being multiple land owners and therefore will not insist upon a single planning application for the entire area covered by this Brief. However, it is recommended that where possible land owners work together to submit an outline application covering multiple sites.

The minimum expectation is that land owners, their representatives or promoters/developers work collaboratively with each other and Warwick District Council to ensure that the detailed masterplans and subsequent reserved matters/full planning applications for their sites relate well to those of adjoining sites, thus delivering comprehensive development across the area. Furthermore, it is expected that non-sensitive information is shared in order for cumulative impacts to be fully considered comprehensively across the entire site.

Prior to submission of development proposals, applicants are strongly encouraged to undertake meaningful public consultation with the local community including potentially affected residents and Kenilworth Town Council.

Planning Application Requirements

Viable schemes for development and associated infrastructure delivery will come forward through the Development Management process. It is expected that outline planning applications will be submitted for parcels of land setting out parameters for development, followed by reserved matters applications for individual phases.

It is strongly recommended that applicants for all developments enter into formal pre-application discussions with Warwick District Council as Local Planning Authority at an early stage prior to the submission of planning applications relating to their site.

Planning applications at each stage of the process will require detailed supporting documents and plans and the requirements for an application will depend upon the type of application.

All outline or full applications will be expected to be submitted with:

- Design and Access/Planning Statements which combined specifically demonstrate how the proposals are in accordance with guidance contained in this SPD, the Kenilworth Neighbourhood Plan and the Warwick District Local Plan
- A detailed site specific masterplan setting out the proposals spatially. Key parameters plans covering: land uses; scale; green infrastructure; primary transport routes and access points; and location of custom and self-build plots

- Supporting documentation highlighting how the proposals accord with the aims and objectives of this SPD and key Policies DS15 'Comprehensive Development of Strategic Sites', BE1 'Layout and Design' and BE2 'Developing Significant Housing Sites' of the Local Plan
- An Infrastructure Delivery Strategy setting out an overarching framework for infrastructure delivery providing assurances that infrastructure is being comprehensively planned
- Heads of terms for s106 planning obligations referencing the Infrastructure Delivery Plan and this SPD
- A strategy for the future management and governance of community facilities, public open space and public realm and sustainable drainage features

Furthermore, applications should include documents on the Council's Local Validation Requirements List (May 2018 or any subsequent amendments) and any other relevant information to support the application which may include:

- Planning Statement
- An Environmental Impact Assessment Screening Opinion and where required an Environmental Statement including Environmental Impact Assessment
- Statement of Community Involvement
- Design and Access Statement including Design Code
- Sustainability Assessment
- Affordable Housing Assessment
- Housing Mix Statement
- Housing/Local Needs Survey
- Air Quality Assessment and Mitigation Statement
- Heritage Statement
- Archaeological Assessment
- Biodiversity, Ecology and Geodiversity Statement
- Environmental Strategy
- Ground Contamination Report
- Flood Risk Assessment
- Foul Sewerage/Utilities Statement including an assessment of the capacity of utilities to accommodate development
- Noise/Vibration Assessment
- Transport Assessment and Draft Travel Plan
- Arboricultural Survey
- Waste Management Strategy
- Retail Assessment
- Lighting Assessment
- Drainage Strategy.

Note: this list is not exhaustive and further requirements may be identified through the pre-application process.

Planning conditions are likely to be imposed on granted planning applications. Many conditions require the submission of further detailed and specific information to be discharged.

One important condition that will be imposed on applications is the requirement for applicants to submit a Construction Method Statement (CMS) prior to commencement of a phase of development. The CMS shall set out how adverse impacts from construction will be minimised including highway, noise and dust impacts and how the applicant will ensure mud or other material is not deposited on the road. The CMS shall not only consider the phase in question but also consider the wider site and how the applicant will mitigate cumulative impacts of their particular phase of construction in the context of any other development already underway on site.

A Construction and Environmental Management Plan (CEMP) for each phase of development will also be required setting out details including the protection and mitigation during construction of retained landscape features, the Scheduled Monument and Local Wildlife Sites and any protected species.

The quantum of development will generate significant employment opportunities, both during construction and post-occupation of the development. The Local Planning Authority will require applicants, through appropriate planning conditions, to undertake measures to promote and encourage construction employment opportunities and post-occupation employment to local people.

It is acknowledged that for varying reasons developers will sometimes seek to alter extant permissions. Any subsequent Section 73 Variation of Condition applications will need to ensure that relevant conditions attached to the initial consent are replicated (or amended where appropriate) and that deed of variations are completed relating to existing signed legal agreements.

Development Phasing

It is anticipated that development will come forward in parcels of land varying in size. It is unlikely that peak delivery will be greater than around 175 dwellings per annum. It is envisaged that housing development across the whole site will be delivered over a 10 year period with development anticipated being completed by the end of the Local Plan period in 2029.

There are many variables affecting the timing and pace of delivery including market conditions, housing need and critical infrastructure triggers.

However Warwick District Council's current Housing Trajectory (July 2018) assumes completions from 2019/20 following the trajectory in Table 5.

Table 5: Housing Trajectory for Land East of Kenilworth

Housing Trajectory										
Year	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29
Completions	125	175	175	175	175	175	135	125	125	15

Warwick District Council will review and monitor the housing trajectory as necessary and publishes its trajectory annually.

Market demand will heavily influence delivery of the employment area and whilst initial delivery is likely to be later than initial housing completions, it is envisaged that the employment space will be available within the Plan period.

Delivery of infrastructure and phasing of development is expected to accord with the following principles and will be secured through the planning application process:

- Where possible development parcels shall be closely connected to the existing built environment of Kenilworth or earlier housing phases. Isolated and disconnected development parcels shall be avoided unless the early provision of infrastructure allows for development to commence elsewhere
- Infrastructure shall be delivered in a timely fashion to reduce the impact of the development and provide essential facilities to meet the needs of the emerging community
- Suitable phasing of education provision to ensure residents have access to education
- Appropriate phasing of off-site highway improvements to mitigate localised impacts
- Suitable phasing of public transport, cycling and pedestrian routes to encourage residents and employees to adopt sustainable modes of travel soon after occupation
- Appropriate phasing of recreational and leisure provision to support the new community
- Appropriate phasing of structural landscaping, including tree and shrub planting, noise attenuation measures.

It is essential that development parcels come forward in a logical order with key infrastructure being delivered in a timely fashion in order to mitigate the impact of the development and ensure that residents experience a satisfactory living environment with necessary services from the outset.

To avoid disconnected development the residential land within H40 should be developed in phases beginning to the western end of the site adjacent to Glasshouse Lane. No housing within H40 shall be occupied unless and until a new roundabout has been provided on Glasshouse Lane in the vicinity of Stansfield Grove to serve the new development and a spine road has been provided connecting the site with Crewe Lane.

Land within the southern parcel of H06 shall be developed from either/both ends of the spine road route and no dwellings shall be occupied unless and until a new junction has been provided onto Leamington Road and the spine road has been provided with a roundabout junction to the northern end of the parcel of land connecting to Glasshouse Lane in the vicinity of Heyville Croft.

The central parcel of land, currently occupied by sports clubs shall not be occupied unless and until the central section of Glasshouse Lane between the two roundabout junctions has been upgraded and a suitable access into the site from Glasshouse Lane has been provided.

This SPD has set out guidance relating to development of the area and the approach that Warwick District Council is taking to ensure the delivery of this essential infrastructure.

Infrastructure Delivery Triggers

Detailed infrastructure delivery triggers and development phasing will be subject to consideration and determination through the formal planning application process. The order that development will come forward across the site is presently unknown and this has the potential to impact upon triggers relating to highway infrastructure. Further detailed analysis of each development upon the highway network will be undertaken by applicants through the preparation of their Transport Assessments and until this point it is not possible to set out clear development triggers for when certain off-site highway works are required.

Indicative trigger points at the time of writing include:

Highways

- Unless otherwise agreed with the Local Planning Authority and Local Highway Authority, prior to the occupation of any dwellings within the site junction improvements to St.John's Gyratory shall be completed in their entirety in accordance with a scheme approved by the Local Planning Authority and Warwickshire County Council as Local Highway Authority.
- Prior to the occupation of the 200th dwelling on land currently within the control of Catesby in H40 a spine road in that parcel of land shall have been laid out with permanent access junctions onto Crewe Lane to the north and Glasshouse Lane to the south-west.
- No dwelling in the southern parcel of land to the south of Rocky Lane shall be occupied unless and until the spine road in that parcel of land has been laid out with permanent access junctions onto Leamington Road to the south and Glasshouse Lane to the north-west.
- No dwelling in the central parcel of land shall be occupied unless and until the identified improvements to Glasshouse Lane between the junctions of the northern and southern sections of the spine road have been completed in their entirety.

Education

- Two new 1-form entry primary schools constructed to accommodate a total number of 420 pupils and each to support the delivery of pre-school and wraparound care shall be open prior to the occupation of 1,000 dwellings within the Kenilworth growth area. Freehold land for the primary schools shall be transferred to Warwickshire County Council before the 500th occupation of a residential dwelling in the growth area.
- Given that the secondary school development project is being brought forward as part of a relocation project as well as meeting the needs of the new development, contribution triggers will be agreed on a case by case basis.

Local Centre and Community Building

- Prior to the occupation of 1,000 dwellings a permanent multi-purpose community building shall be constructed and made available for use.
- Prior to the occupation of 1,000 dwellings other retail or commercial buildings within the Local Centre shall be completed and made available for use.

- All parcels of land shall provide the necessary highway, pedestrian and cycling infrastructure to connect to the Local Centre.

Securing Infrastructure

Local Plan Policy DS11 identifies key infrastructure and services to be delivered as part of the development of the site. However, in addition to the infrastructure specifically stated in the policy there is a range of other infrastructure required to support the delivery of a thriving community.

The appropriate infrastructure for each phase of development or parcel of land will be secured via Community Infrastructure Levy (CIL) receipts, planning conditions and directly via developer contributions, where the requirements of Section 122 of the CIL Regulations are met.

At the time of writing the Council's Regulation 123 (CIL) list does not include many specific items relating to development on land East of Kenilworth. However, the list will be reviewed on an annual basis and is therefore subject to change. It is expected that the majority of major infrastructure items will be secured via s106 Legal Agreements.

The Infrastructure identified in Table 6 will be required to meet the requirements of the development. Some infrastructure will be provided by developers of individual sites whilst other items are likely to be secured through the request of s106 contributions from multiple sites.

Table 6: Infrastructure Requirements

Type of Infrastructure		Indicative Cost	Funding Source
Highways	On-site highways infrastructure including roads (including provision of the spine road and junctions connecting it with existing infrastructure), pedestrian and cycleway infrastructure, car parking and connectivity with and enhancements to existing public rights of way and on-site bus stop infrastructure	See Table 2	
Highways	Off-site highways infrastructure and mitigation including pedestrian and cycling connectivity. Highways infrastructure likely to include: <ul style="list-style-type: none"> · Improvements to the capacity of St.John's Gyratory · Changes to Thickthorn roundabout signalisation · Improvements to junction arrangements at Dalehouse Lane/Glasshouse Lane/Common Lane · Improvements to junction arrangements at Crewe Lane/Hidcote Road/Knowle Hill junction · Alterations and improvements to Crewe Lane (west and east of the Crewe Lane Spine Road access) · Realignment of the eastern end of Leyes Lane. · Traffic speed reduction measures linked to the new secondary school · Relevant additional off-site bus stops 	See Table 2	
Public Rights of Way	Contributions towards Public Rights of Way in the area	c: £140,000	

Public Transport	Public transport subsidy to deliver a town bus service connecting the development with the town centre, railway station and medical centres and a diverted service linking the development to neighbouring Coventry, Royal Leamington Spa and Warwick	Town Service: £490,000 X18 Service Diversion: £450,000 Total: £940,000	S106 contributions from all on site housing developments
Public Transport	On-street bus stop infrastructure for utilisation of occupiers of each respective development, with the aim of ensuring that each household is within 400 metres of a bus stop in line with aspirations stipulated in the Warwickshire Third Local Transport Plan 2011-2026		S106/S278 contributions from all major on site developments
Sustainable Travel	Contributions towards improved cycle and pedestrian routes linking the site to Kenilworth Town Centre, Kenilworth Railway Station and other nearby destinations		
Wayfinding	Provision of signage to improve wayfinding for pedestrians and cyclists between the site and existing destinations and key trip generators in the town		
Affordable Housing	On-site affordable housing (40% - in accordance with Local Plan requirements)		
Self-build and Custom Build Housing	The provision of serviced plots for self-build and custom build, commensurate with demand evidenced on the self-build register, not exceeding 5% of the total number of dwellings on each parcel of land		
Employment Land	On-site employment park (B1, B2 uses)		
Education	On-site secondary and sixth-form education provision. Land and build costs to secure two 1-form entry primary schools constructed to each accommodate 210 pupils and support the delivery of pre-school and wraparound care. 3 hectares of land required (2 x 1.5 hectares of land)		
Education	On-site primary education provision. Land and build costs to secure a 2-form entry primary school constructed to accommodate 420 pupils and support the delivery of pre-school and wraparound care. 2.2 hectares of land required.		
Health	Contributions to secure additional off-site primary care capacity to meet the needs of the development		
Health	Off-site contributions towards acute and planned health care services	£1,611,192	
Emergency Services	Off-site contributions towards the expansion/enhancement of Warwickshire Police's existing offices in Kenilworth, recruitment and equipping officers and staff, provision of police vehicles	£294,362	
Community Facilities	On-site provision of a community hub building with internal and external space providing flexible-use accommodation for community uses Site area minimum 0.35 hectares	£2,000,000	
Community Facilities	Contributions towards running costs of the community hub space	£169,100 (five years running costs, annual cost £33,820)	

Community Worker/ Centre Manager	Contributions towards the employment of a Community Centre Manager and a Community Development Worker		
Local Centre	On-site provision of a Local Centre including public realm areas, commercial facilities and retailing for day-to-day needs of residents and those employed at the employment site		
Leisure Facilities	Contribution to the provision of community leisure and recreation facilities at the new site of the Secondary School within the East of Kenilworth development area	3G Football pitch: £139,703 Sports Hall: £793,368	S106 contributions from housing developments
Leisure Facilities	Off-site contribution towards refurbishment and/or enhancement of Abbey Fields Leisure Centre	Swimming pool: £ 836,535	S106 contributions from housing developments
Leisure Facilities	Off-site contribution for the development of community sports facilities, including but not limited to; Grass football pitches at Castle Farm Recreation Centre; Cricket pitches at Castle Farm Recreation Centre; Rugby pitches at Kenilworth Rugby Club; Hockey facility at Bericote Lane	Required community sports pitches, including life cycle costs: £433,054 (projects and costs derived via the Sports Calculator and the Playing Pitch Strategy)	S106 contributions from housing developments
Green Space / Recreation Facilities	On-site provision of formal and informal public open space, including a centrally located public park; Recreation facilities within the centrally located park including either a Multi-use games area (MUGA) or skate park; Provision of equipped and non-equipped areas for play	Public park including MUGA (37m x 18.5m) - £1,300,000 Skate Park (25m x 40m) - £120,000-155,000	
Allotments	The provision of on-site allotment plots in accordance with size requirements as set out in the Public Open Space SPD. Recommended a maximum of 2 larger allotment areas are provided for the entire site	£110,000. Size 1.6 ha	
Sustainable Drainage	On-site provision of sustainable urban drainage features		
Maintenance & Management	Contributions towards the maintenance and management of public open space (including Scheduled Monument land, woodland areas, play areas and sustainable drainage features) and public art. All green spaces to be offered to WDC for adoption		
Destination Parks	Off-site contributions towards nearest destination park, Abbey Fields and/or towards a new Crackley Country Park	CIL – On Reg.123 List	
Public Art	The provision of on-site public art		
Noise Attenuation	Phased provision of on-site noise attenuation measures – likely to be a mixture of noise bunds and acoustic fencing		
Utilities	Phased provision of on-site utilities infrastructure		

Other S106 items or contributions expected to be requested:

- Off-site contributions towards cemetery capacity
- Off-site contributions towards library provision in the town
- Contributions towards other Emergency Services' equipment and vehicles
- Contributions towards sustainability travel packs
- Contributions towards air quality mitigation
- Biodiversity offsetting (where applicable)
- S106 Monitoring – 1% of all S106 contributions on a development with a maximum charge of £30,000
- Local Employment and Training Strategy

It is anticipated that between £2-3m of CIL income from the entire site will be generated. As the Kenilworth Neighbourhood Plan is adopted, 25% of the total CIL income from the development will go to Kenilworth Town Council to spend on infrastructure in the local area.

Other notable obligations/contributions most likely to be provided directly by developers to utility companies:

- Capacity improvements to Dalehouse Lane Pumping Station (Severn Trent Water); provision of two new on-site pumping stations and associated infrastructure costs
- Financial contributions towards improving capacity at Kenilworth Primary Substation or contributions towards provision of a new primary substation to the north eastern corner of the site on land owned by Western Power; contributions towards upstream reinforcement works.

In order to ensure comprehensive development in accordance with Policy DS15 and the delivery of all supporting infrastructure necessary to serve the new community, the following approach will be taken to securing infrastructure and contributions:

- Off-site highway infrastructure - developers will be expected to pay a set figure per dwelling towards off-site highway infrastructure identified in Table 2 in order to ensure the comprehensive development of Land East of Kenilworth
- Developers of housing sites are encouraged to work together to ensure the delivery of community infrastructure utilising private equalisation agreements where appropriate.

The following infrastructure is best delivered using such mechanisms:

Primary Education – developers of housing sites will be required to contribute towards both land and build costs of the primary school, the land costs being at residential land values. The primary schools shall ideally be delivered on or near the sites identified on the Masterplan. The education contribution will be calculated on a cost per dwelling basis. This will ensure delivery of the school and provide for some equalisation as a land owner that has the school on their site will not be penalised

Secondary Education – developers of housing sites will be required to contribute proportionately to the land and build costs of the new secondary school to enable the delivery of the new school facilities and support the comprehensive development of the area, as required by Policy DS15

Local Centre including community centre – the Local Centre and community centre shall be constructed by the applicant for that site, however there may be a requirement for equalisation relating to this land (in particular the community centre)

Allotments – it is undesirable for management purposes for there to be a handful of different allotment sites within the area. Developers are encouraged to work together to minimise the overall number of allotment sites with one or two being the preferred number of sites

Large central park including Multi-use games area/skate park – the public park shall be delivered by the applicant(s) for those site(s). Where possible it should be delivered through the provision of green space requirements for those sites. Where this is not possible, a funding mechanism shall be created to allow for equalisation of land values

Self-build and custom build – it would be preferable to have fewer, larger areas of self-build and custom-build plots than have a small number of plots pepper-potted around the development. Developers of housing sites are encouraged to deliver these in such fashion, where possible.

Sharing of Non-Value Generating Land Commitments

The Council will agree a mechanism with the relevant promoters and landowners to ensure, wherever possible, an even distribution of the quantum of required non-value generating land uses. This recognises that the land East of Kenilworth needs to deliver a variety of non-value generating uses in order to deliver a comprehensive and coordinated sustainable urban extension to the existing town, and that the burden of these uses should be spread as evenly as possible over the development site as a whole.

The key areas that should be considered are:

Public Open Space

Each site will be expected to deliver the requirements of the recently adopted Public Open Space SPD. However, there may be site specific conditions that mean that there is an over-provision, which may be considered to offset an under provision elsewhere

Primary School Land

Two 1.5 hectare sites are required to provide for two single form entry primary schools (total area of 3 hectares)

Community Facility Land

A minimum of 0.35 hectares is required for the development of a Community Centre and associated facilities

Secondary School Land

Each site will be required to contribute appropriate and proportional costs for the land purchase of the new school site. Developments will only be required to contribute to the apportioned cost of the land related to the growth in student population as a consequence of the development. These contributions will be collected by Warwick District Council.

The formula that will be used for the calculation of this contribution will be:

$(X/Y) \times Z = \text{contribution}$

Expected growth in pupil numbers of Kenilworth School = 18%*

X = 18% of cost of land purchase

Y = 1400 (number of dwellings allocated in East of Kenilworth)

Z = number of dwellings in application

* where the growth in pupil numbers differs as a result of a determined secondary school application, the X value will be amended accordingly

Monitoring

Warwick District Council will continue to take a proactive role in supporting the successful delivery of sustainable development and the creation of a thriving community on Land East of Kenilworth by working collaboratively and in a co-ordinated way with landowners, promoters, developers and other stakeholders. The Council will monitor the delivery of dwellings, employment land, retailing and other community facilities and supporting infrastructure and this will inform the Council's Annual Monitoring Report and annual review of the housing trajectory for the District.



Warwick District Council
Riverside House
Milverton Hill
Royal Leamington Spa
CV32 5HZ
www.warwickdc.gov.uk



**INVESTORS
IN PEOPLE**