

Settlement Level Context and Analysis

Introduction

Desktop analysis has been undertaken of the whole town context, with a view to informing how the extension to the east will knit into the fabric of the town and become an integral part of the whole.



02

Existing Transport Connectivity

The Chiltern Main Line runs through Kenilworth linking London and Birmingham. This will enhance the town's connectivity to Leamington Spa, Coventry and the National Rail network.

A network of roads serves the town with the A452 Priory Road as the main road through the town. The A46 Kenilworth By-pass provides some relief to the traffic congestion in town.

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 a great deal of pressure is placed on the existing transport infrastructure. This pressure will increase as a result of additional housing proposed around Kenilworth. It will therefore be necessary to encourage other means of transport such as cycling and walking to reduce this.

Whilst there is generally good north-south and east-west vehicular connectivity within parts of kenilworth, the railway line does sever the town into two halves. As a result east-west vehicular connectivity is limited to those places where roads cross the railway line.

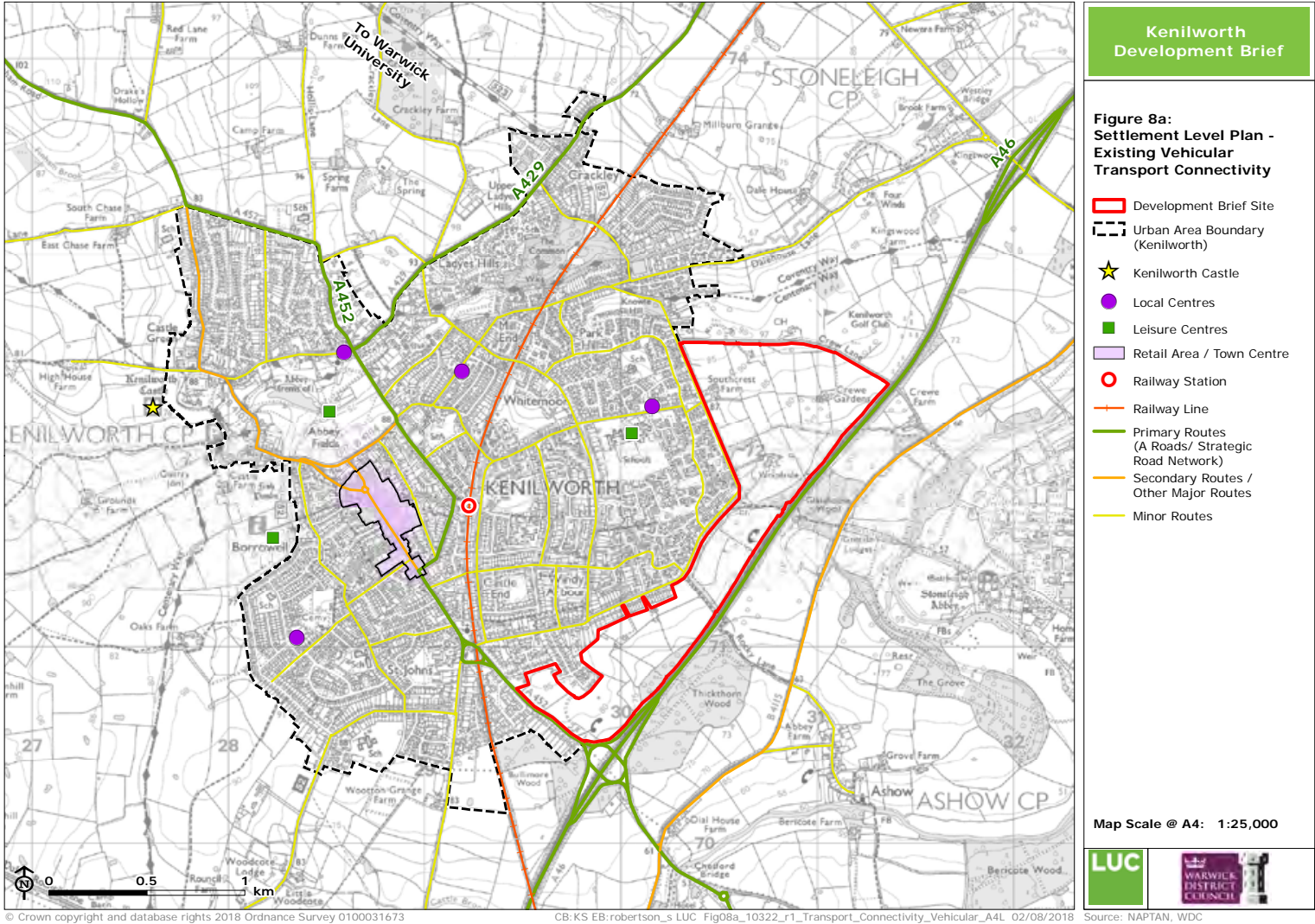


Figure 8a - Existing Transport and Connectivity

Non-Motorised Transport Connectivity

The street pattern in parts of Kenilworth lends itself to good north-south connectivity as well as good east-west connectivity. Whilst the Development Brief Site is located to potentially benefit from both, the existing railway line acts as a barrier to east-west movement for pedestrian, cycles 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 those severed east /west links where possible as part of the masterplan process. This should focus primarily on the routes that cross the railway line.

Furthermore the residential area to the northwest of the Development Brief Site between Windy Arbour and Glasshouse Lane is arranged as a series of cul-de-sacs. As a result connectivity through this area is poor and requires improving. Proposed pedestrian / cycle routes should also aim to improve connectivity to surrounding villages such as Ashow.

For further information concerning proposed pedestrian and cycle routes please see the pedestrian and cycle connectivity drawing on page 116 of this report.

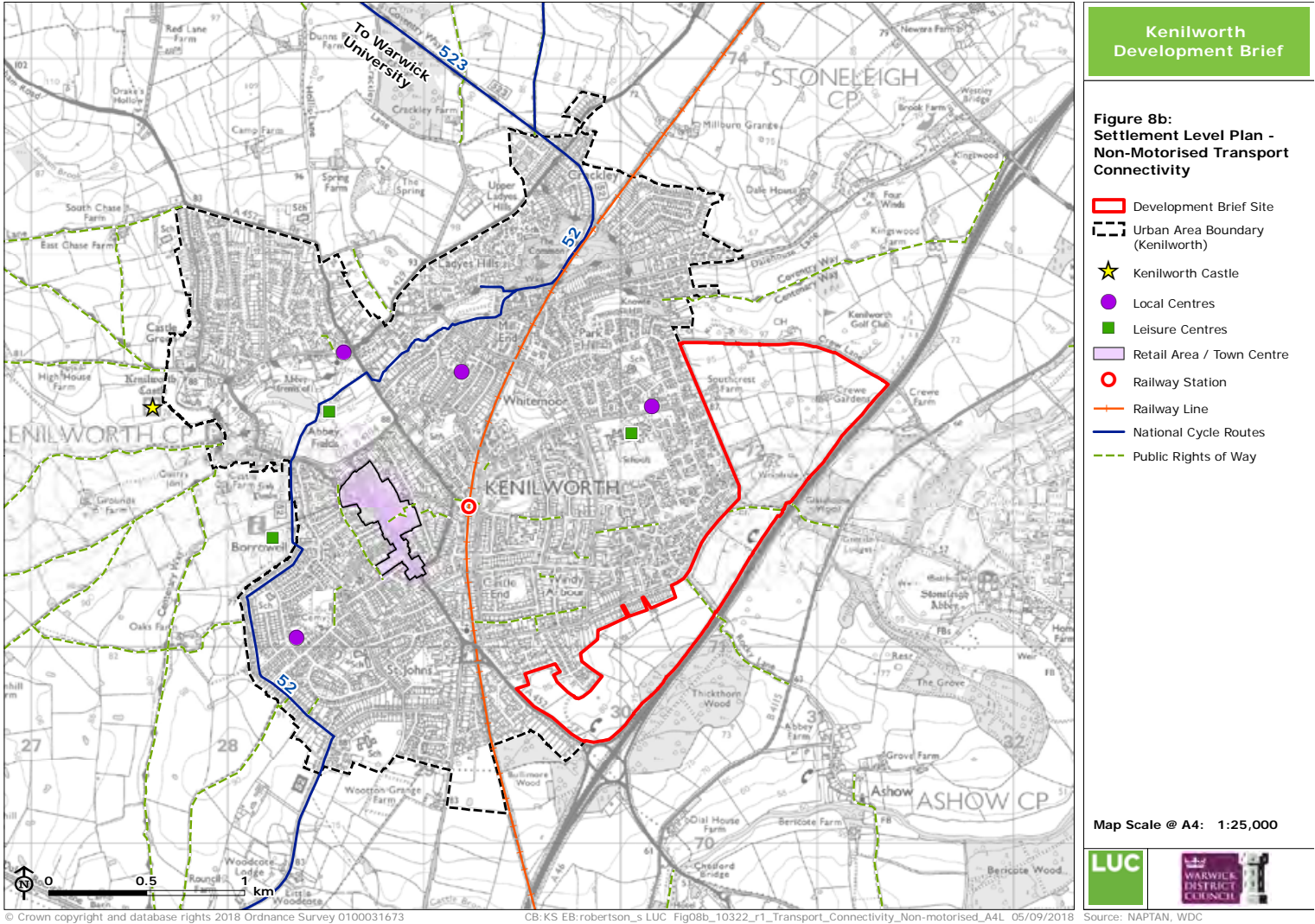


Figure 8b - Non-Motorised Transport Connectivity

Land Use

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

There are three employment areas within the town at the industrial estates of Prince's Drive, Common Lane and Farmer Ward Road. Kenilworth Town Centre is the key 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.

Significant woodland areas are located within the outskirts of the town and a large golf course is located on Crewe Lane in the north east of Kenilworth. Smaller sports facilities and playing fields are dotted throughout the existing urban area. Larger sporting facilities are found in the outskirts and surrounding areas. Abbey Fields public park located to the immediate north of the town centre is a protected Scheduled Ancient Monument.

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

The Development Brief Site forms an urban extension to Kenilworth since residential land is the dominant land use along its eastern boundary. Future development will therefore need to be physically and visually connected to the existing town in order to avoid an isolated area of housing being created whilst maintaining visual connectivity. The visual impact of the new development on existing residential receptors should also be considered. There is currently poor east-west connectivity in Kenilworth and to ensure that the Development Brief Site is well connected to the rest of the town including the town centre, Abbey Fields, Kenilworth Castle and the High Street which are all in the western part of Kenilworth, there will need to be enhancements to both the cycle and pedestrian network in Kenilworth.

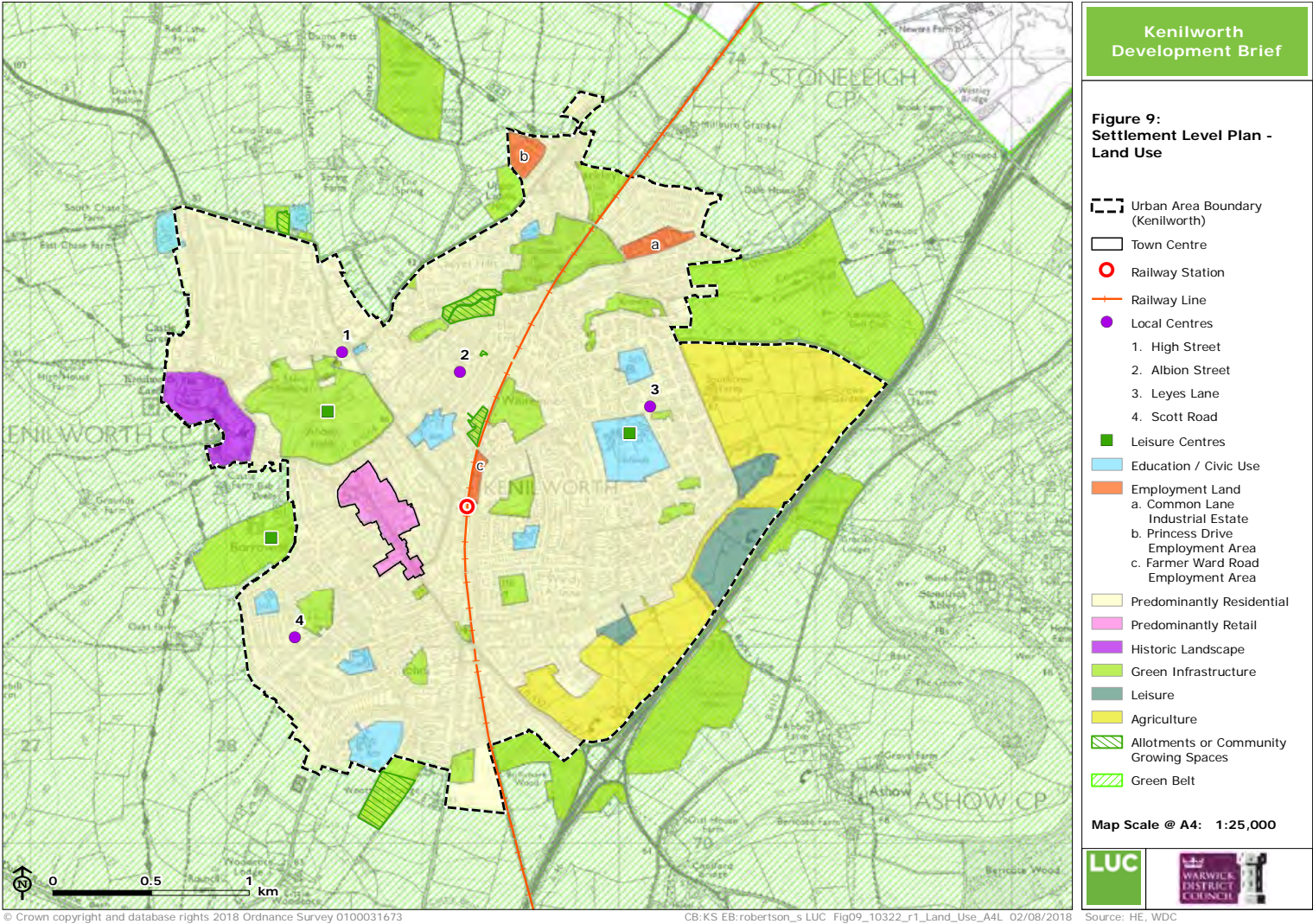


Figure 9 - Land Use

Geology

Kenilworth lies upon a bedrock of siltstone and sandstone with subordinate mudstone. To the east of the town, sandstone and conglomerate bedrock is prominent.

A band of sand and gravel superficial geology predominantly covers the north and west of the town.

The underlying geology across the whole of the 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.

Sand and gravel are located towards the northern part of the site and as such future developers will need to obtain confirmation from Warwickshire County Council that these deposits do not form part of a Minerals Consultation Area which are established to safeguard specific mineral deposits.

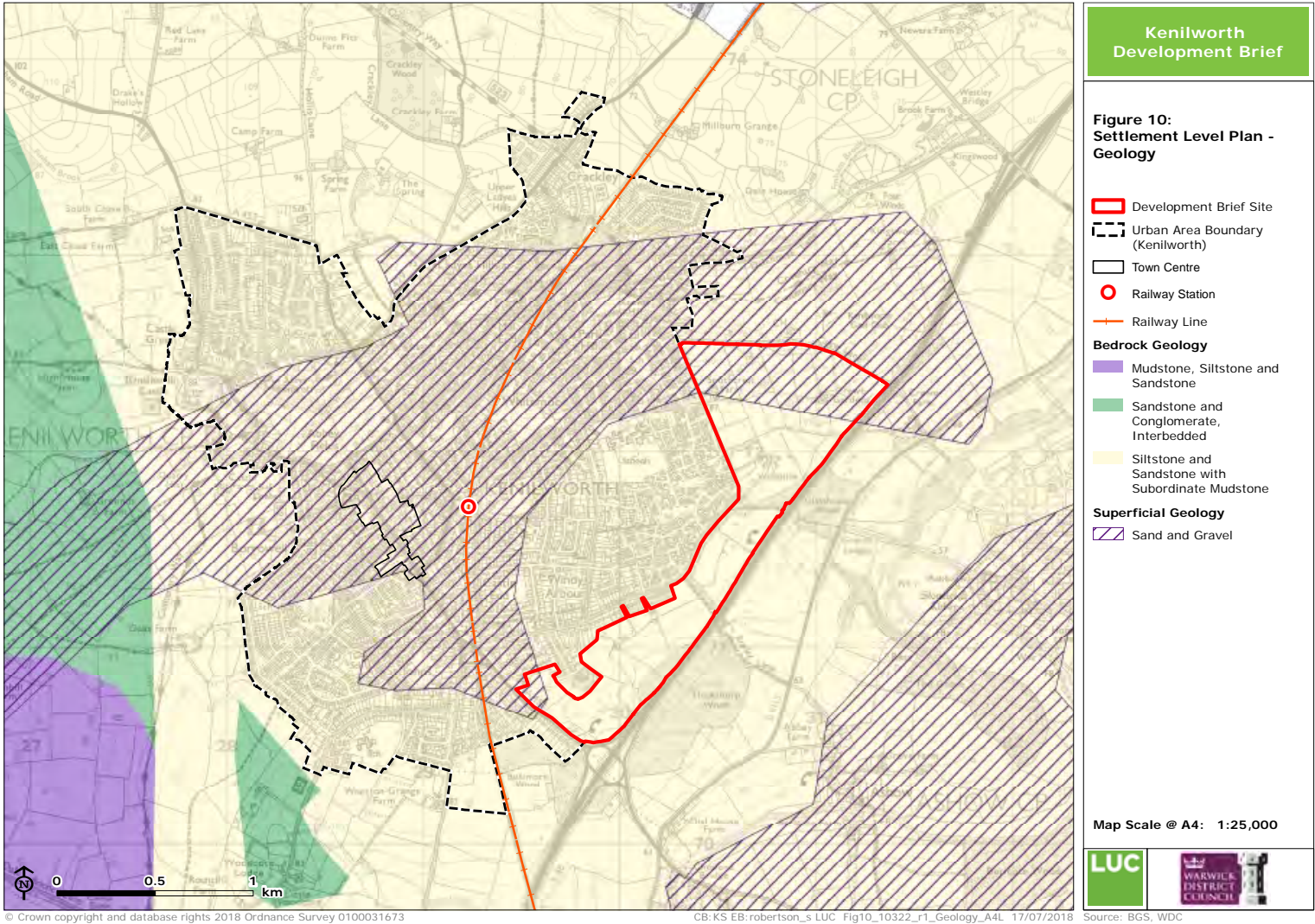


Figure - 10 Geology

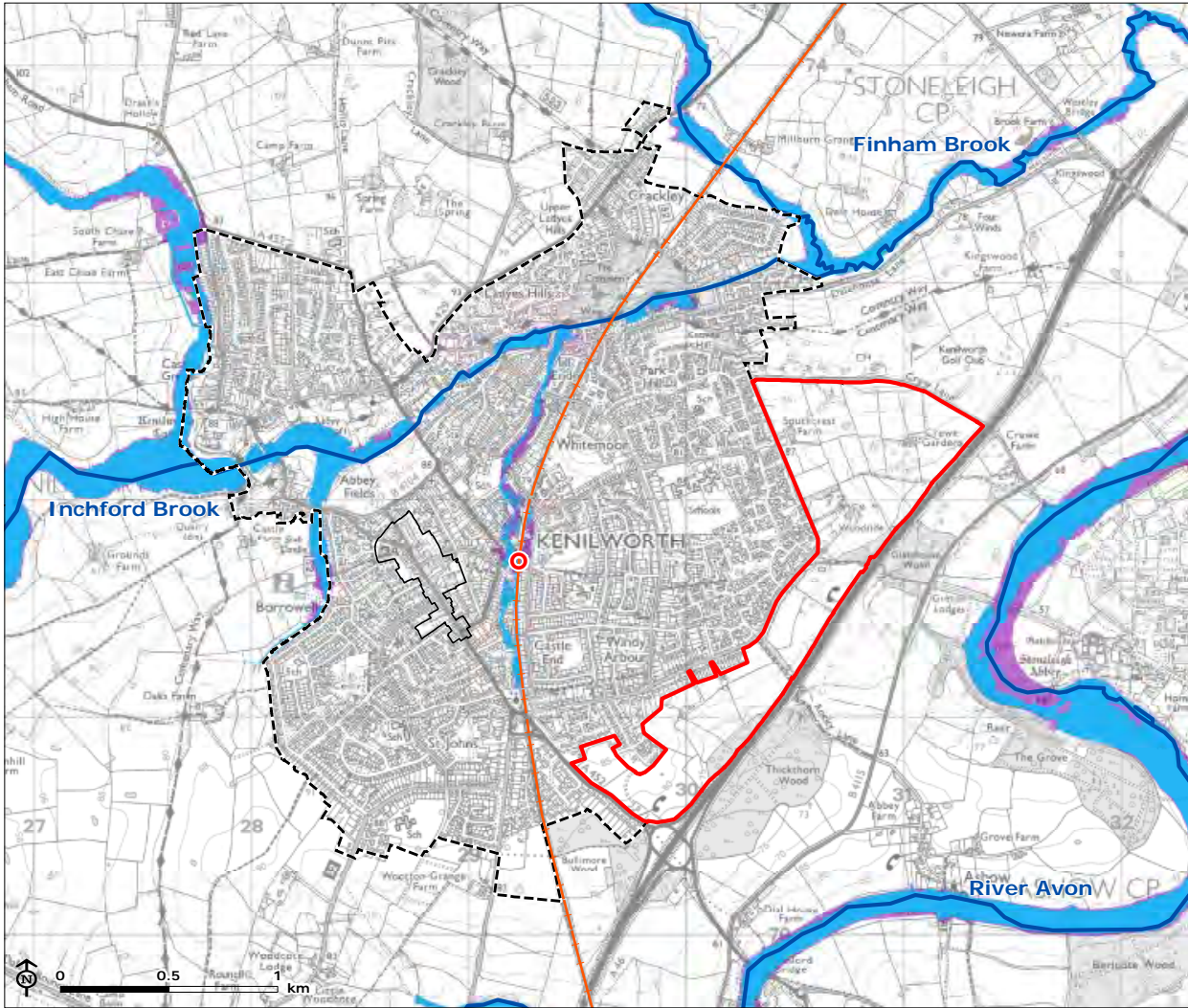
Flood Risk

Flood Zones are defined by the Environment Agency where 1 is least likely to flood and 3 is most likely. Areas immediately along the Finham Brook which lies to the north and west of the site are identified as flood zone 3 with outer areas graded as flood zone 2.

A meander of the River Avon along with its flood plains to the east of Kenilworth is identified as flood zone 3. Areas to the immediate west of Kenilworth in the vicinity of Kenilworth Castle are classified as flood zones 2 and 3.

The Development Brief Site lies between Finham Brook and the River Avon. Nevertheless the site is not within flood zones 2 and 3 and will not be at risk of fluvial flooding.

Whilst not at risk of fluvial flooding the future development within the Development Brief Site will need to consider other forms of flooding such as surface water flooding and prepare a drainage strategy as part of the proposals.



Kenilworth
Development Brief

**Figure 11:
Settlement Level Plan -
Flood Risk**

- Development Brief Site
- Urban Area Boundary (Kenilworth)
- Town Centre
- Railway Station
- Railway Line
- Rivers
- Flood Zone 2
- Flood Zone 3

Map Scale @ A4: 1:25,000

LUC

Source: EA

Figure 11 - Flood Risk

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 designated Local Nature Reserves. The deciduous oak and birch woodland of the 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.

There is a small traditional orchard within the Development Brief Site at the Woodside Hotel.

Deciduous woodland, ancient woodland and wildlife sites are present within The Development Brief Site. It will be important that future development retains and affords protection of the ancient woodland and wildlife sites. Furthermore additional native planting that connects these woodlands should form part of the future proposals. 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.

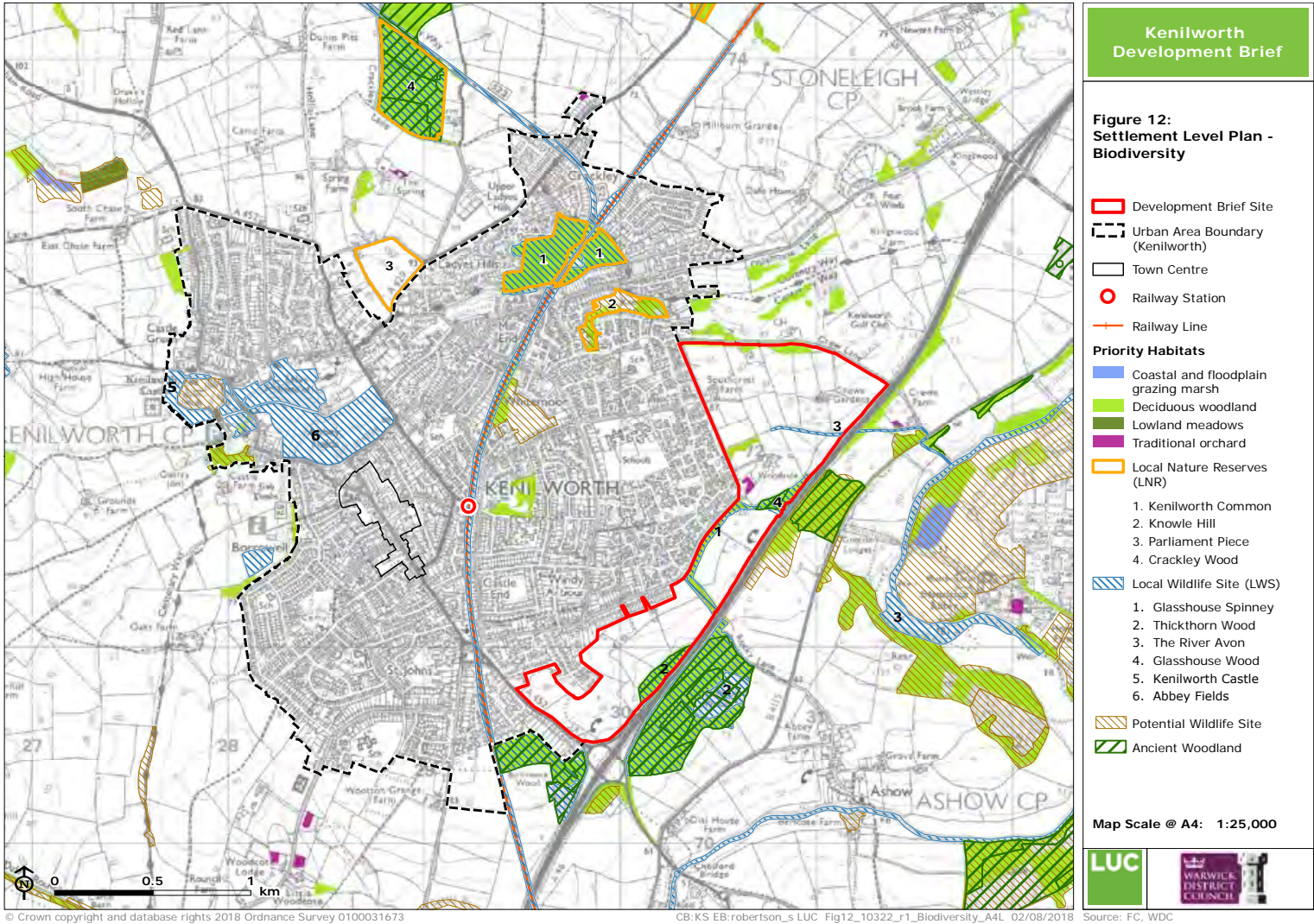


Figure 12 - Biodiversity

Green and Blue Infrastructure

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 Farm, Beehive Hill and Kenilworth Common, a Local Nature Reserve. Key open spaces east of the railway include the eastern extent of the Common, the Kenilworth Golf Course, Knowle Hill nature reserve and Ebourne Close Recreational Ground.

Abbey Fields is recognised for its historic significance and is protected as a Scheduled Ancient Monument. Crackley Wood, Knowle Hill and the Common are all protected and managed as local nature reserves 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 to the University of Warwick, providing a link between the two.

Finham Brook, a lower tributary of the River Sowe flows through the northern end of the town.

Whilst The Development Brief Site currently includes sports facilities, these are being relocated to the south and west of Kenilworth. Nevertheless there is opportunity for future development to retain some open space in these locations in addition to new green infrastructure elsewhere on the site.

It will also be important that future development and residential areas are connected to existing green and blue infrastructure and green open space, in order to promote walking and cycling as well as outdoor recreation.

It is evident that there is limited publicly accessible green space within the eastern side of Kenilworth and therefore it will be important that the Development Brief Site provides a sufficient amount of accessible green open space.

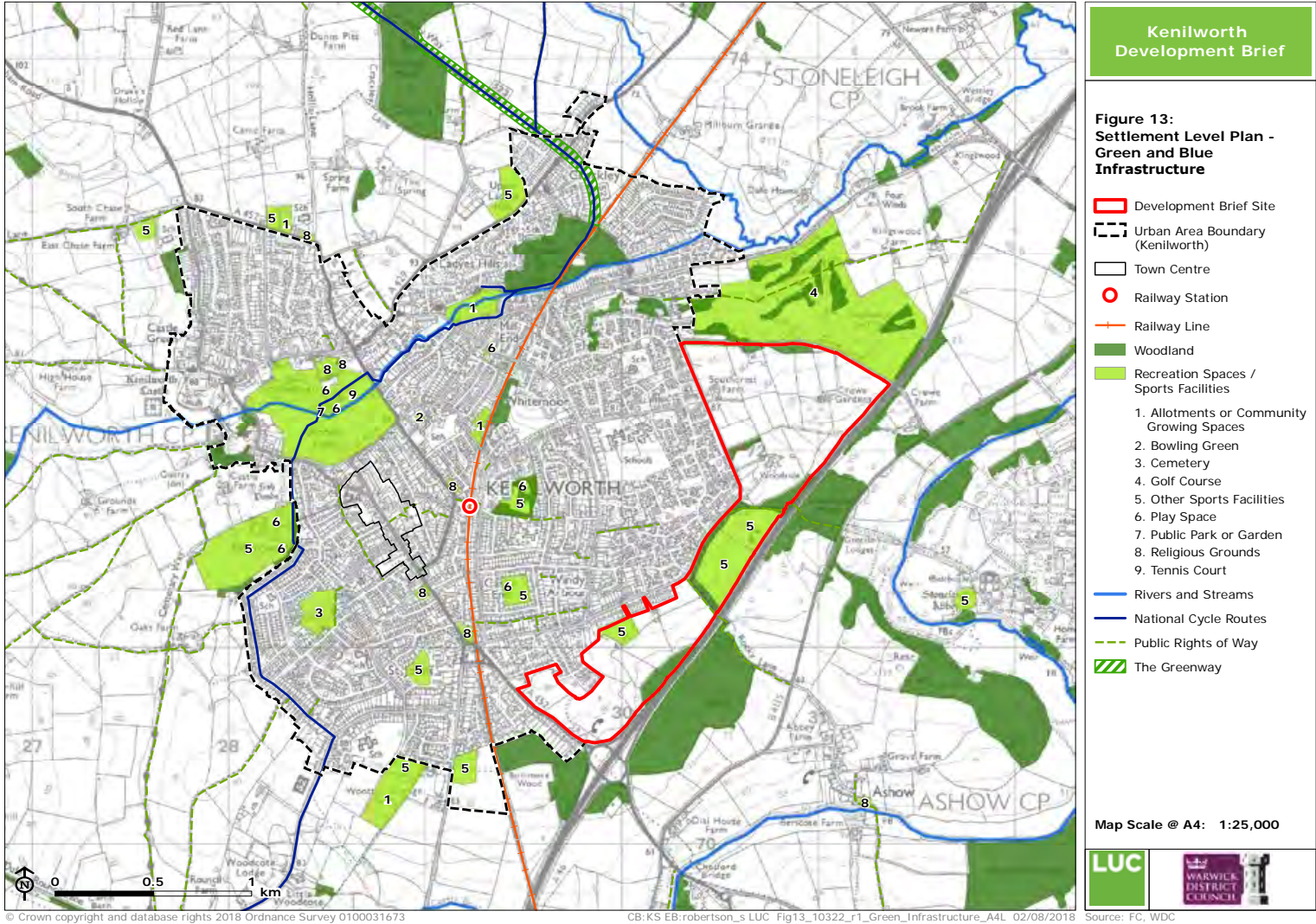


Figure 13 - Green and Blue Infrastructure

Social Infrastructure

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

There are multiple primary schools across town as well as one secondary school which is situated on a main site off Leyes Lane and with its Sixth Form College site located at the southern end of town.

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

The Development Brief Site does currently include land uses associated with sports and recreation however these uses are relocating to sites to the south and west of Kenilworth. Therefore it will be important that future development provides social infrastructure such as community uses including allotments as part of the proposals. Other social infrastructure that future development will need to provide includes play space as well as green open space.

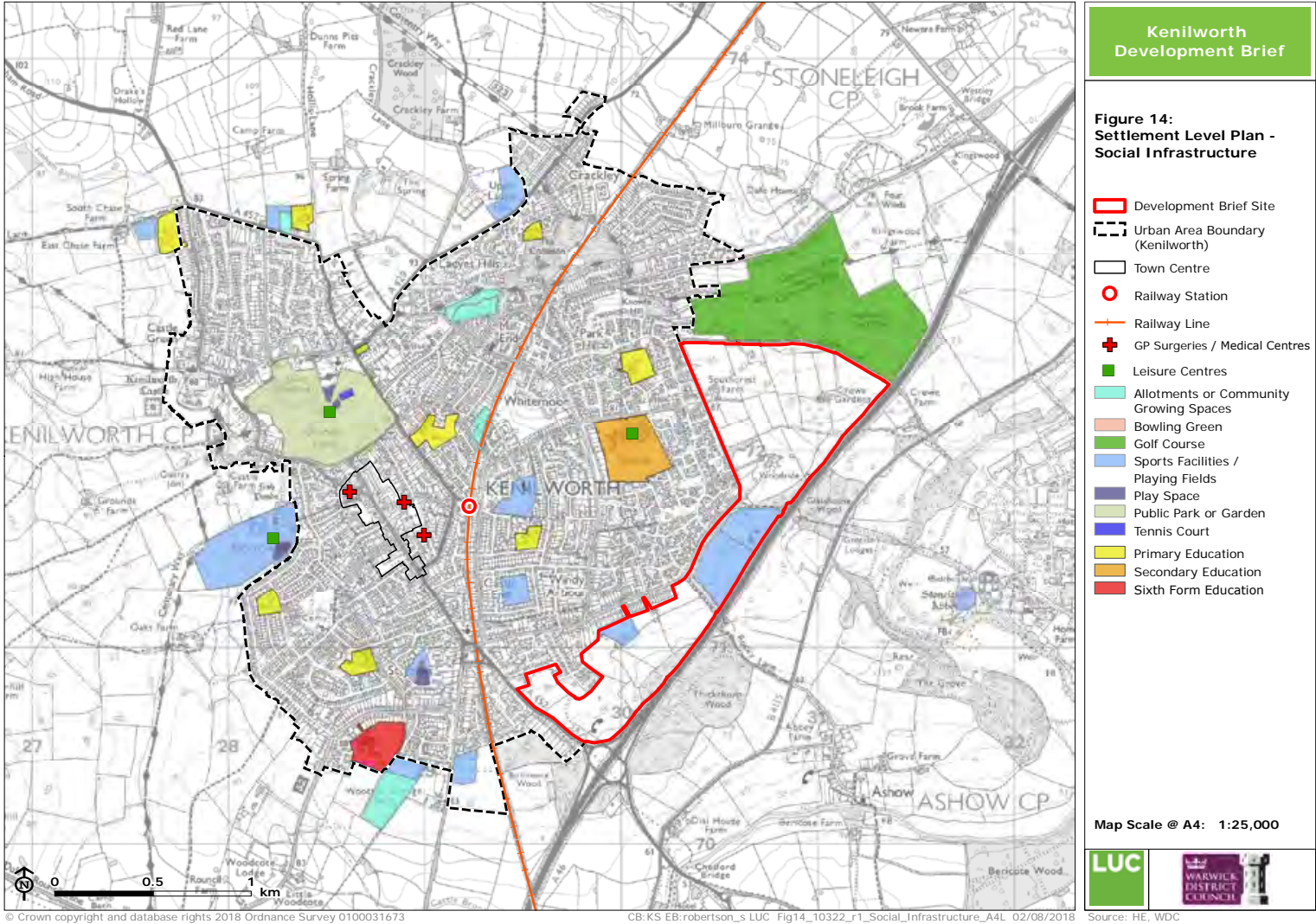


Figure 14 - Social Infrastructure

Heritage Assets

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

Grade I Listed buildings include Abbey Ruins and the Church of St. Nicholas (High Street) and Kenilworth Castle.

Grade II* Listed buildings include Abbotsford School (New Street) and the Church of St. John Evangelist (Warwick Road).

Grade II listed buildings

There are 4 listed buildings adjacent to the site. There include Thickthorn Manor and Stables, Rocky Lane Lodge and Grecian Lodges. Proposed development within The Development Brief Site will therefore need to be designed to minimise the impact on the setting of Grade II listed buildings. This will include:

- Locating buildings to that they do not encroach on the setting of the listed buildings.
- Introducing screen planting to reduce the visual impact of the development.
- Using materials that are sympathetic to the setting of the listed buildings.

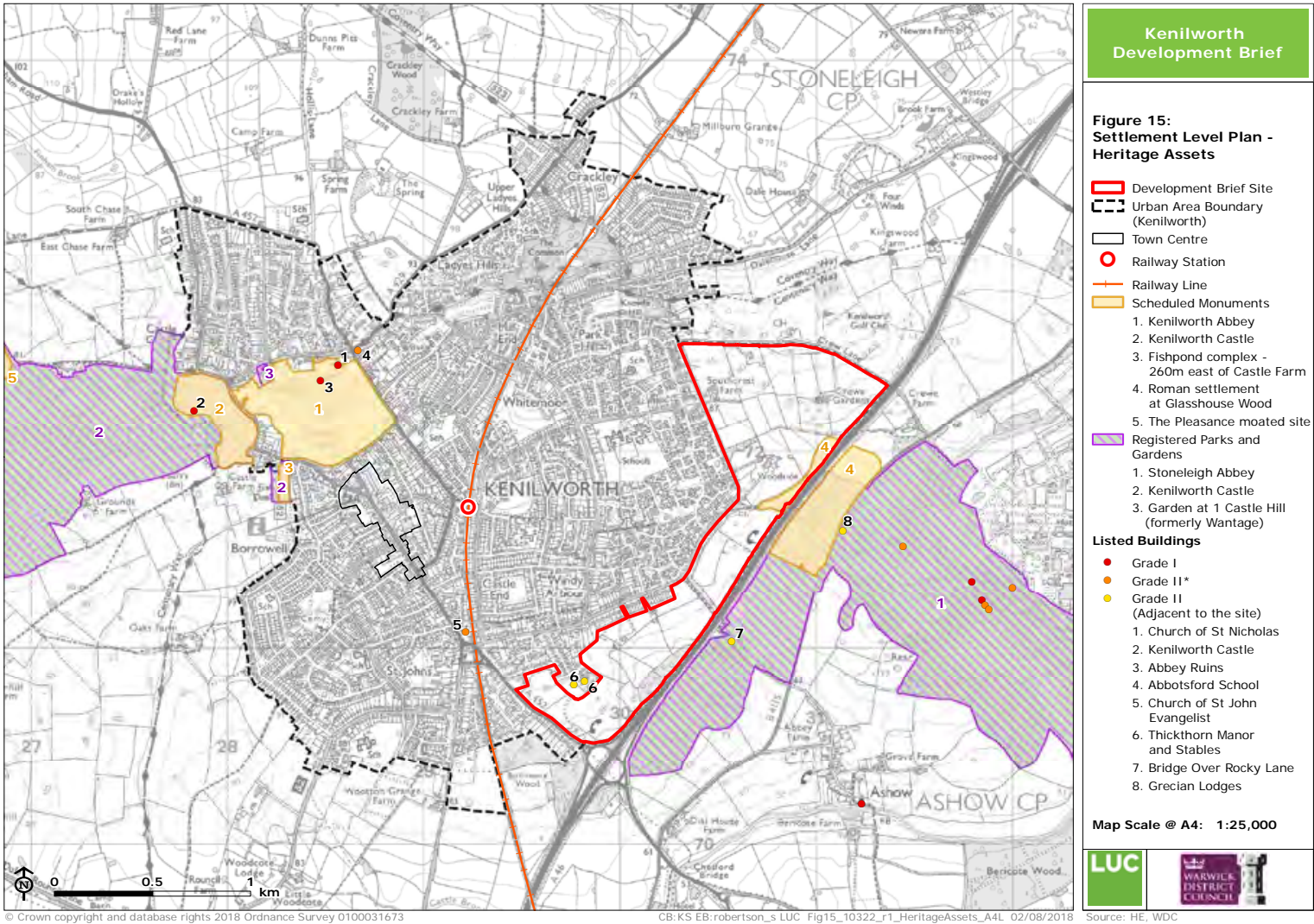


Figure 15 - Heritage Assets

Historic Development of Kenilworth

Kenilworth was first referenced in the Domesday Book of 1086, which records it as 'Chinewrde', a farm of 17 households in the Castle Street/High Street Area. Geoffrey de Clinton initiated the building of Kenilworth Castle in 1122 and founded the Augustinian Priory around the same time. The Priory was raised to the rank of Abbey in the 15th century.

Geoffrey de Clinton reserved enough land for himself to make a park and by the mid-12th Century had also founded a "borough" along the Warwick Road the charter for a market being granted in 1268. The castle park also included a large lake or mere around the castle, which is said to have been the largest manmade lake of its time.

Substantial development of the abbey took place in the 12th and 13th Century with stone buildings being erected. Abbey Fields, where the abbey and its farmland once were, has determined the layout of Kenilworth to a great extent maintaining a large open area in the centre of the town. The Parish Church was thought to have been built in the 13th Century adjacent to the Abbey site. In 1265/6 Simon de Montfort (the younger) was besieged at the castle at the end of the Baron's War. The castle continued to be of importance under different owners and in 1279 a great joust meeting called the Round Table was held at Kenilworth.

In 1538, the Abbey was dissolved and buildings made uninhabitable, after which the grounds were made common land. Stone from the site was used for buildings works in the town, including the castle. The principal surviving buildings are now the gatehouse and the building known as the Abbey Barn, together with various standing pieces of ruin including the Chapter House wall.

During the 16th Century, a number of timber-framed houses were erected in the town, followed by a larger number of timber houses built in the 17th and 18th Centuries.

In 1649 Cromwell's men arrived under Colonel Hawkesworth with the instruction to "slight" the castle or make it unusable and after this had been done, with the exception of the gatehouse which was converted into a dwelling, the mere was drained and the castle park divided up between his men and made into farms. This saw the destruction of the castle and left it as the ruin we largely see today.

In 1765, all the common fields of Kenilworth were enclosed and divided up into allotments. This also led to the creation of a road pattern as seen in Kenilworth today, including Leyes Lane, Glasshouse Lane, Crewe Lane, Albion Street, Park Road, Malthouse Lane, Beehive Hill, Crackley Lane and Part of Red Lane.

Light industries grew in the town relating to the agricultural economy. This included tanning, horn comb making, tanning, fell mongering (skin preparation) and short-lived Prussian Blue manufacturing. The growth in industry brought with it an expansion of the town with cottages being erected at Mill End and St John's. Kenilworth was viewed upon by industrialists from nearby cities, such as Birmingham and Coventry as a pleasing town in which to build large mansions, including Kenilworth Hall.

The expansion of the town brought with it the need for schools and churches. By 1841 there were 8 schools and the first Roman Catholic school opened in 1831.

1844 saw the arrival of the railway. This brought with it residential development on Station Road in 1848 and Southbank Road and Priory Road in 1885. The railway stimulated the development of large horticultural industry which prospered into the 20th Century exporting fresh produce far afield.

The 19th and 20th Centuries also saw the growth of the brick making industry, which expanded to provide new housing developments. This development initially progressed as ribbon development, particularly to the west of Abbey Fields and on land around Warwick Road. The town's growth also bought the addition of a second Church of England parish church, St John's, which is on Warwick Road in Knights Meadow. The church, built in 1851 has a gothic revival style with a south-west bell tower and broach spire.

After the Second World War, a more planned expansion of the town took place. There were significant changes to the area around the clock tower, which was destroyed by aerial bombing. Here Abbey End Shops, Talisman Square and the De-Montfort Hotel (now Holiday Inn) were constructed.

In the last 60 years the population has doubled with much of its development expanding to the east of the railway line. Initially there was a surge in building in the 1950s to be halted by sewer constraints. A later surge in housebuilding occurred in the 1980s, which was halted by the Green Belt boundary.

A notable change during this period was the closure of Kenilworth Station in 1967 as British Rail withdrew passenger services from Coventry to Leamington. Although British Rail later reinstated the service in 1977, Kenilworth Station did not reopen and was eventually demolished. Recently on 30th April 2018, Kenilworth Station reopened with a new station building alongside new car and cycle parking. The station provides an hourly service to Coventry and Leamington.



Figure 17 - 1886 historic map



Figure 18 - 1906 historic map



03