

Site Proposals



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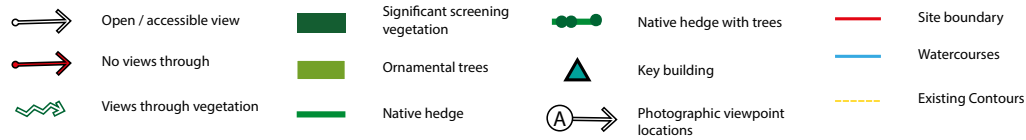
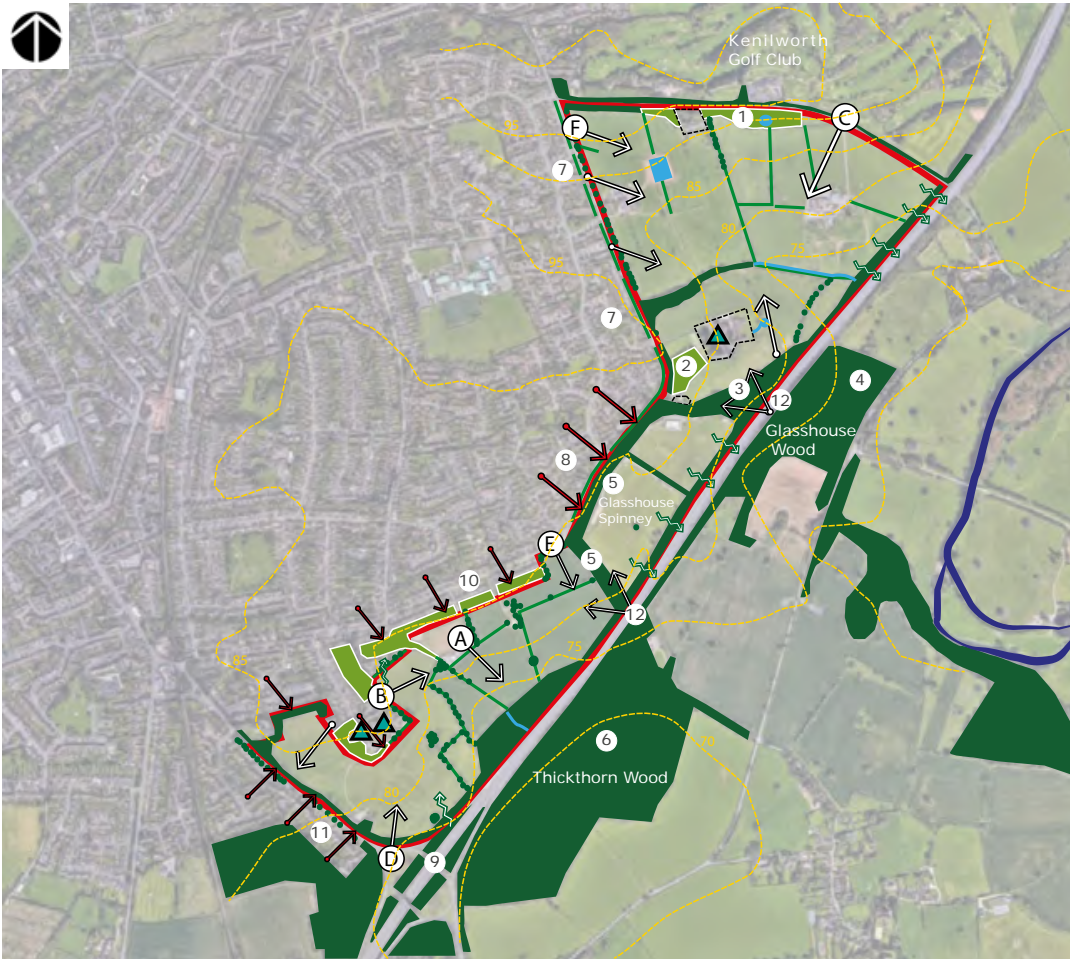
Site Analysis

The site analysis work identified a number of constraints and opportunities that will influence the development proposals within the Development Brief Site. Environmental and historical constraints and opportunities that we have evaluated include natural features such as woodland and hedges, landscape and biological designations such as Local Wildlife Sites and Ancient Woodland, and Heritage Assets such as listed buildings and scheduled ancient monuments. We have also assessed access into the site including public rights of way as well as vehicle access and less tangible features such as views and wayfinding. The following pages seek to illustrate the opportunities and constraints diagrammatically. The proposals should seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site.



Significant screening vegetation along Leamington Road adjacent to Rocky Lane

Topography, Views and Vegetation



Key Notes

1. Attractive ornamental woodland (coniferous) glade with pond
2. Orchard – style planting
3. Beech and birch woodland at Glasshouse Wood (west), no understorey. Open views of Woodside
4. Glasshouse Wood (east) – Private woodland dense evergreen vegetation adjacent to A46 becoming open with no understorey. Scheduled Ancient Monument – Roman settlement
5. Glasshouse Spinney – strip of mature woodland, mixture of trees and shrubby understorey, wildflowers. A Warwickshire Wildlife Trust Nature Reserve – interest for birds. 1.5ha remnant Ancient Woodland.
6. Thickthorn Wood – Ancient Woodland and NHS Forest. Sweet chestnut, oak trees and bluebells within understorey.
7. Residential properties set back from road on cul-de-sac, with screening vegetation.
8. Residential properties address street with intermittent and open views (Vegetation is within front gardens only)
9. High levels of noise intrusion from Thickthorn Roundabout. Poor pedestrian connectivity from here into the development site.
10. Residential properties with front and back gardens including screening vegetation.
11. Mature hedgerow and trees screening views into the Development Brief Site from Leamington Road
12. Footbridge over the A46.



Existing woodland vegetation adjacent to Rocky Lane



Existing ornamental vegetation adjacent Thickthorn Close

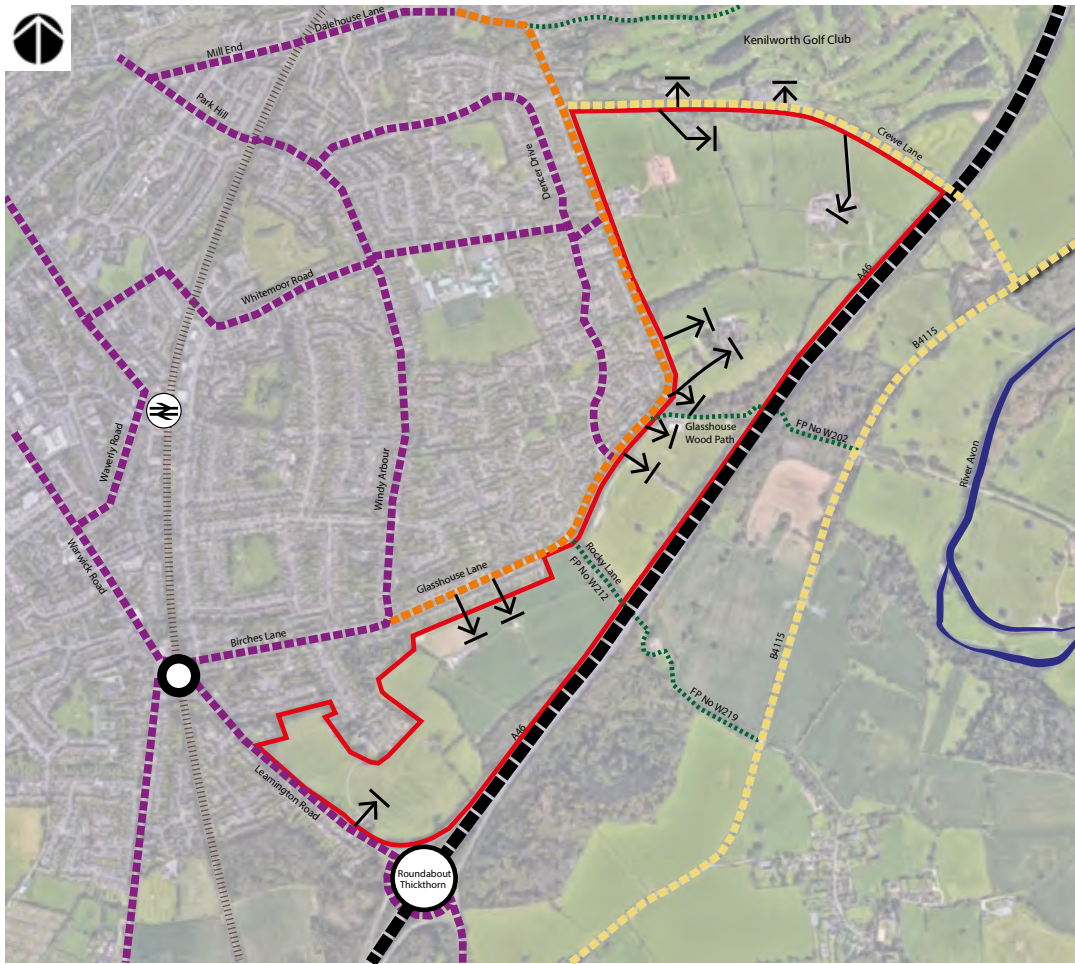











Views into the development through woodland adjacent to the A46 junction



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

Existing Access and Connectivity



	Two-Way country lane - no footpath or lighting		Six lane dual carriageway (A46)		Kenilworth Train Station
	Two-Way country lane - footpath and lighting provision		Key Two-Way connectivity routes around Kenilworth		Public Right of Way
	Private access to property / grounds		Coventry to Leamington rail line		Site boundary

Key Notes

- The Development Brief Site is located to the east of Kenilworth and occupies a parcel of land between the A46 and Glasshouse Lane.
- To the north the site is bounded by Crewe Lane and to the south by Leamington Road. There is a private access into the site from Leamington Road.
- Glasshouse Lane currently provides access to the existing Rugby and Cricket facilities as well as the Woodside Training Centre and Southcrest Farm.
- Access to Crewe Gardens is provided by Crewe Lane. Access to Southcrest Farm is via Glasshouse Lane.
- Two public rights of way cross the site connecting Glasshouse Lane to the B4115. These are at Rocky Lane which connects Kenilworth to the village of Ashow and Glasshouse Wood path which runs to the north of the Rugby Pavilion. This latter path 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

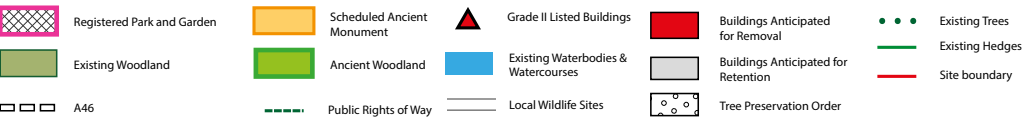
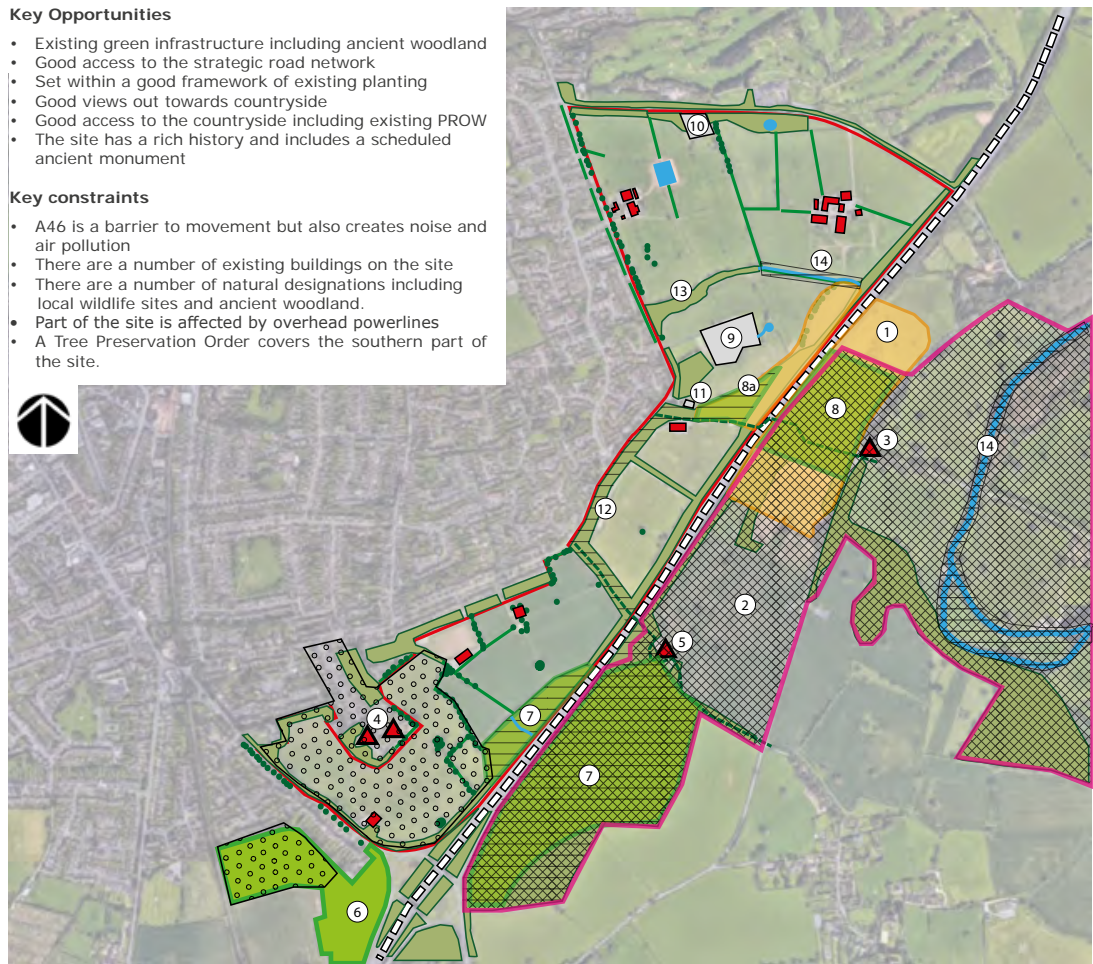
Site Constraints and Opportunities

Key Opportunities

- Existing green infrastructure including ancient woodland
- Good access to the strategic road network
- Set within a good framework of existing planting
- Good views out towards countryside
- Good access to the countryside including existing PROW
- The site has a rich history and includes a scheduled ancient monument

Key constraints

- A46 is a barrier to movement but also creates noise and air pollution
- There are a number of existing buildings on the site
- There are a number of natural designations including local wildlife sites and ancient woodland.
- Part of the site is affected by overhead powerlines
- A Tree Preservation Order covers the southern part of the site.



Key Notes

1. **Scheduled Ancient Monument** - Roman settlement at Glasshouse Wood. A Roman-British settlement dating from the 1C to the 4C with later evidence of medieval woodland management and post medieval glass working.
2. **Registered Park and Garden** - Stoneleigh Abbey Grade II Listed. Created on the site of a medieval abbey, Stoneleigh has an early-19th-century landscape garden and park covering about 365 hectares
3. **Grade II Listed Building** - Grecian Lodges
4. **Grade II Listed Buildings** - Stables at Thickthorn & 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 Management Training Centre
10. **Building Retained** - South Crest - Residential Property
11. **Building Retained** - Residential Property
12. **Glasshouse Spinney** - Local Wildlife Site
13. **Victoria Spinney**
14. **River Avon** - Local Wildlife Site



View towards Thickthorn Wood - Ancient Woodland



Stables at Thickthorn - Grade II Listed Building



Glasshouse Wood - Scheduled Ancient Monument and Ancient Woodland

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 Development Brief Site from Thickthorn Roundabout

E



View into the Development Brief Site from a gap in the vegetation along Glasshouse Lane

F



View from the edge of the Development Brief Site from Glasshouse Lane near the Junction to Crewe Lane

Site Analysis Summary

The Development Brief Site proposals should seek to overcome the site constraints and minimise the impact that these constraints will have on future development. Future development proposals should therefore seek to:

- Retain and minimise the impact on green/blue infrastructure;
- 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 and introducing screen planting to reduce its visual impact;
- Retain and minimise the impact on existing historic assets;
- Retain and minimise the impact on wildlife site; and
- Minimise the impact on existing residential properties.

Masterplan Design Principles

The following design principles have informed the spatial arrangement of the masterplan proposals.

- Maintaining consistency with the local plan in terms of the location of residential, employment and educational uses within the Development Brief Site.
- Retention and protection of valued landscapes and heritage assets such as scheduled ancient monuments and ancient woodlands.
- Retention and enhancement of green infrastructure particularly peripheral planting areas.
- Introduction of a spine road as the main primary route linking residential areas with the new local centre and new schools whilst avoiding Rocky Lane.
- Ensuring that green open space and green infrastructure forms an integral part of the masterplan proposals and dispersed evenly across the site.
- Ensuring that the necessary infrastructure to encourage walking and cycling as part of people's daily routine is integrated into the masterplan proposals.
- Connecting the Development Brief Site with Kenilworth and surrounding countryside.
- Ensuring that local centres 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.
- Sitting residential areas within woodland framework where housing density increases towards the main centres and decreases towards the periphery on the site.
- Allowing for new development to create distinctive new communities and places which have been informed by the intransitive 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 housing allocation sites in the local plan.
- Providing well connected green open spaces that are fully accessible. This includes a central green open space.



Concept Proposals

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

1

Spatial Concept

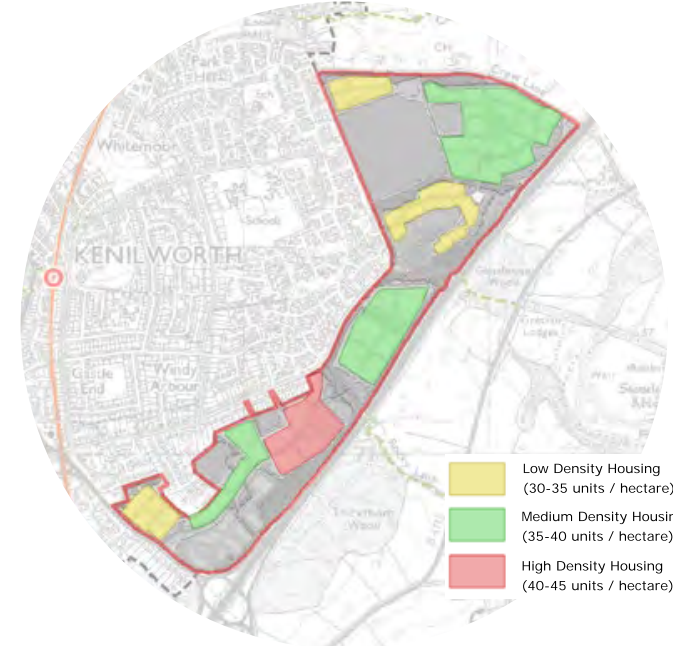
Please note that the locations identified are indicative of geographical location rather than the actual size of the proposed use



1. Proposed secondary school site, adjacent to the proposed primary school in area 5. Accesses are separate with the secondary school accessed off Glasshouse Lane and the primary school accessed from within the residential development.
2. Local Centre set centrally within the Development Brief site, consisting of retail use, leisure use, a main civic square and adjoining community centre. The second primary School site is also located in this area allowing them to both be accessible via walking or cycling from all residential areas.
3. Glasshouse Lane entrance into the masterplan area with wooded parkland character to create a sense of arrival.
4. Central residential areas with green open spaces, positioned centrally in the Development Brief Site to maximise accessibility by walking and cycling.
5. North-eastern residential area with a village character including village green and proposed primary school.
6. Southern gateway into the masterplan area with parkland character incorporating woodland and integrating the Employment site into the Development Brief Site. New residential areas will be integrated with existing housing.
7. North-western residential area adjacent to main secondary school site.
8. Central park adjacent to the Local Centre.

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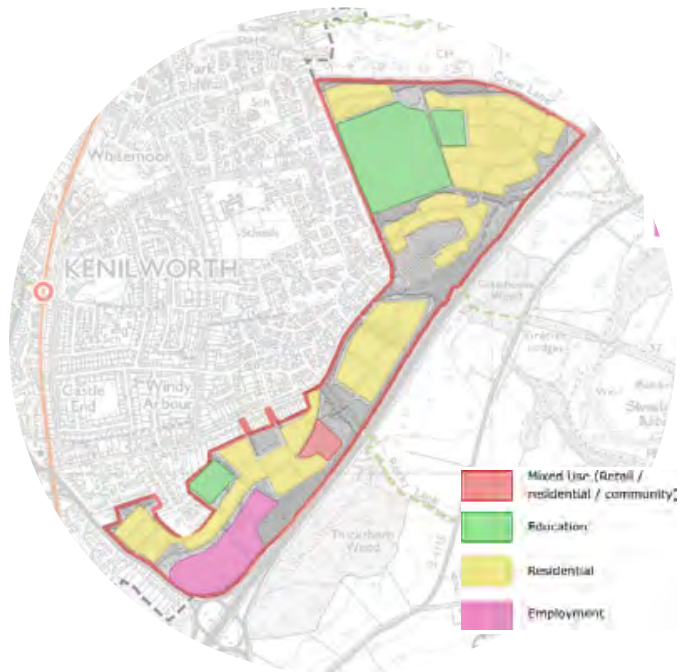
Housing Density



The spatial masterplan assumes an average net density across the Development Brief Site of 38 units per hectare. In order to create sense of place and to avoid monotonous bland residential areas the housing density should vary across the site. Housing density is higher in the main centre and is typically 40 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 and 40 units per hectare. At the periphery of the Development Brief 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.

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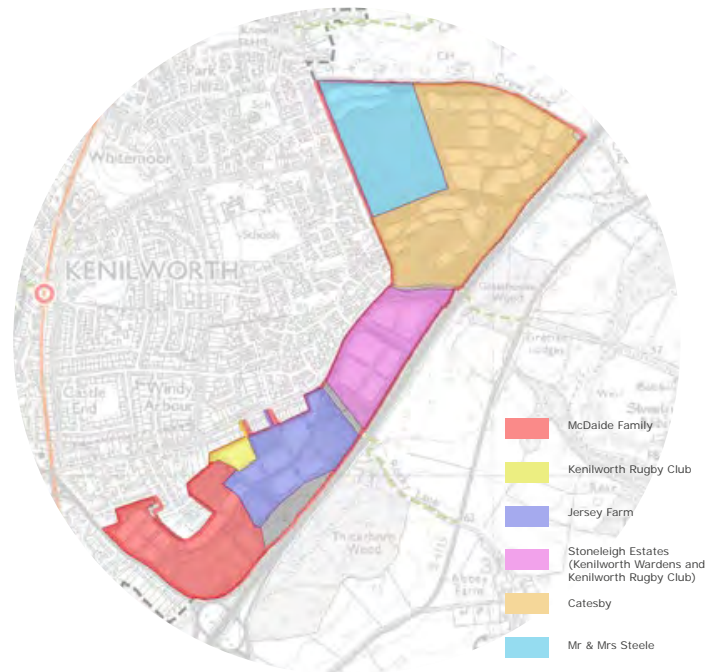
Land Use



The 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 employment site allocation E1 in the local plan, is located adjacent to Leamington Road thus allowing access to the adjacent A46. Educational 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 to the northeast of Thickthorn Close, connected to green infrastructure and public routes. Residential uses are consistent with housing allocations H06 and H40 in the local plan.

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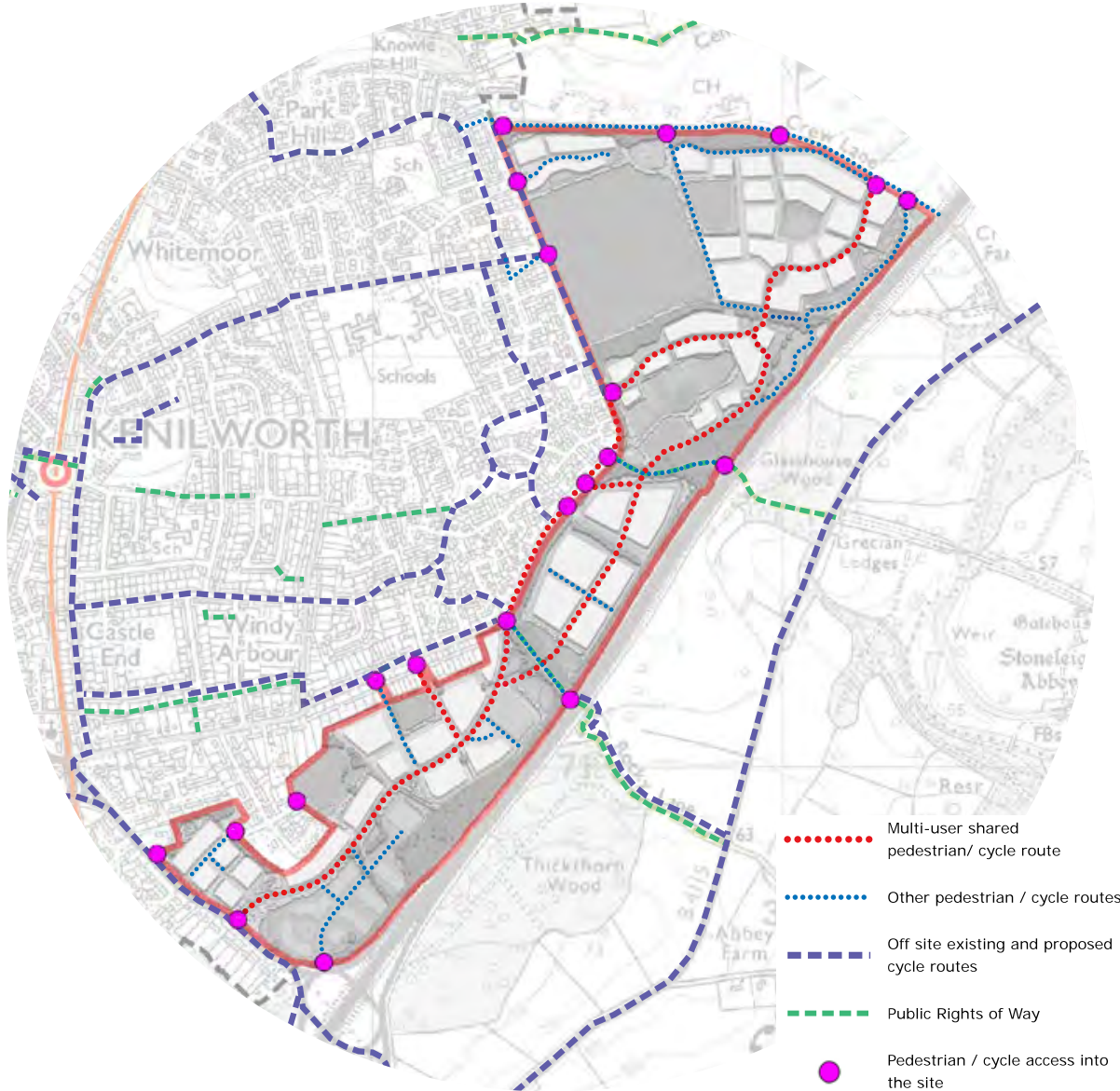
Land Ownership / Control



An initial evaluation of land ownership indicates that there are approximately 4 landowners owning land within housing allocation site H06, and 2 landowners within housing allocation site H40. The owners are a mix of agricultural land holdings and other private landowners. The rugby and cricket clubs are currently looking to relocate to sites to the west and south of Kenilworth.

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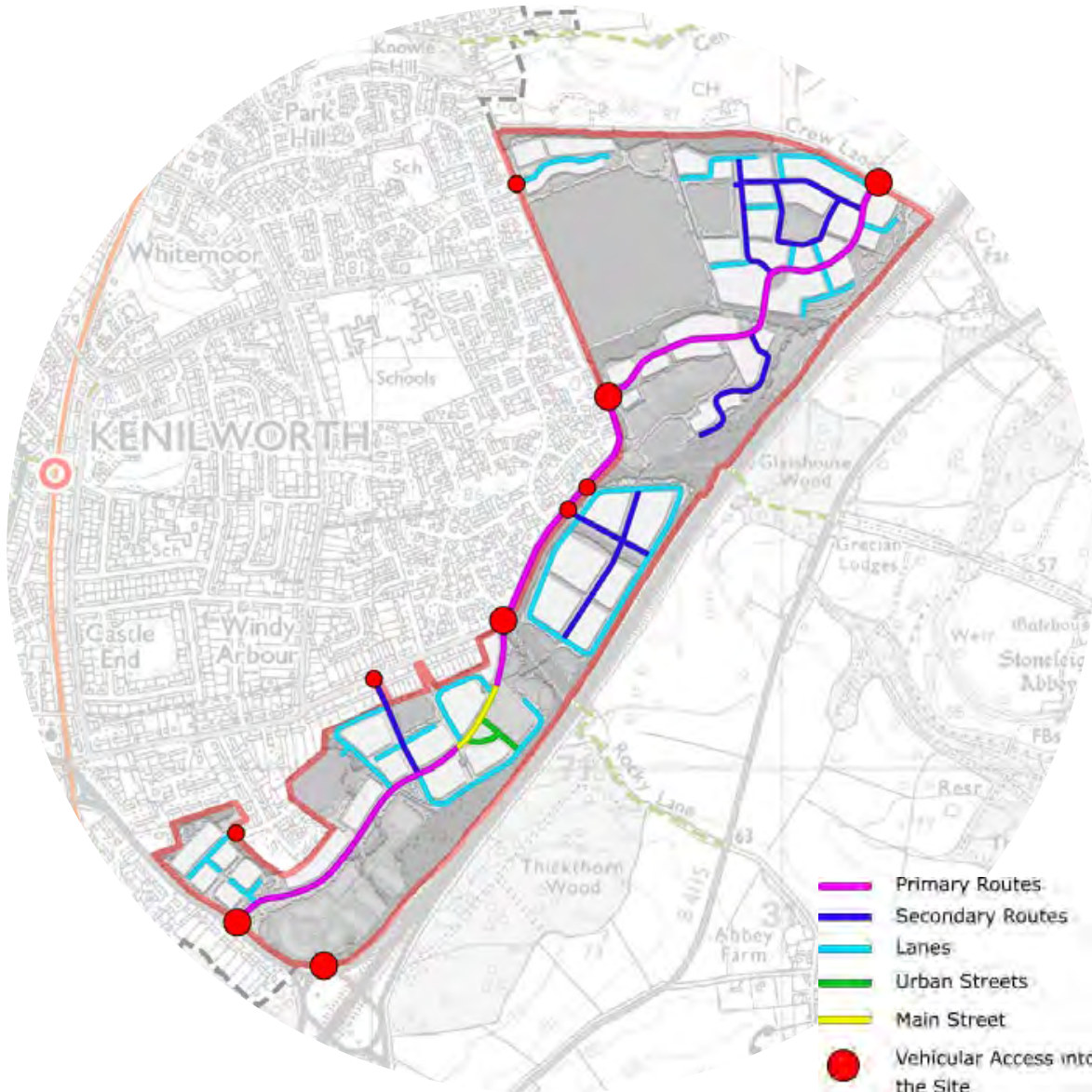
Pedestrian and Cycle Connectivity



The masterplan provides an opportunity to improve connectivity within and around East Kenilworth. The Development Brief Site should create places that encourage walking and cycling as part of people's daily routines. The Development Brief 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 shared 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.

6

Street Hierarchy / Connectivity



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 in section 4 of this report.

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 determine the final layout and typologies of proposed streets.

7

Connected Green Spaces



The Scheduled Ancient Monument is incorporated into a new linear country park which connects Crewe Lane to the main residential areas. The other main area of Green Open Space is located around Rocky Lane and located centrally within the Development Brief Site. Both areas will provide children's play as well as opportunities for recreation and leisure. Allotment sites are also included within the Development Brief Site next to the existing Rugby Football Club and Woodside Hotel.

The Green Space Open Space Strategy for the site is as follows :

- Green corridor through the site linking residential areas and schools to local centre;
- Retain and integrate existing woodland;
- Incorporate existing PROW; and
- Central Green Open Space adjacent to the Local Centre.

8

Sustainable Urban Drainage



All future development within the Development Brief 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 positive drainage system or watercourses. 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 surface water attenuation such as swales and ponds as well as below ground attenuation such as oversized drainage pipes. 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; and
- SuDs should be incorporated into green infrastructure and become a natural feature and lie on the lower parts of the site to the east.

Place Making and Character

As a result of Kenilworth's incremental growth over hundreds of years, parts of the town have qualities that should be used to guide the design principles, for the Development Brief Site. The Neighbourhood Level Analysis Work found that buildings have an intimate and close relationship with one another as well as the street. Building plots and architectural styles within the streets identified vary, creating places and streets with interest and character. Often two storey terraced cottages sit closely 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 in the Development Brief 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 house, terraced cottages, detached and semi-detached properties should be used to create interest;
- Street geometry should vary as it passes through the Development Brief Site. Street width will alter as a result of street hierarchy and the design speed of streets should be reduced in Local Centres;
- 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.

Transport

The main access into the Development Brief Site from the southwest is via a new signalised junction allowing the spine road to access Leamington Road. There is also new access into the employment site from Thickthorn roundabout. This would allow traffic leaving the site to access the town centre via Warwick Road as well as gaining access to the strategic road network including the A46 via the Thickthorn roundabout (subject to further feasibility considerations).

Once entering the Development Brief Site at this location the spine road proceeds northeastwards with a side road joining this primary route from the northwest. At this location the spine road has a semi-rural character with boulevard tree planting, generous grass verges and a proposed shared route for both cyclists and pedestrians. Screen planting between the employment site and the carriageway would add to this semi-rural character. As the route proceeds northeastwards, the density of the housing increases numerous lanes and a secondary route joins the spine road. As the route approaches the local centre, it would become a main street and the design speed of the spine road would decrease to 20mph. The route then passes the local centre before leaving the Development Brief Site to join Glasshouse Lane.

Glasshouse Lane would be upgraded to the spine road specification as the route continues northeastwards. The spine road re-joins the Development Brief Site via a new roundabout on Glasshouse Lane. Low density housing set amongst woodland creates a rural wooded character for new residential areas at this location. As the spine road proceeds eastwards it is joined by a secondary route from the southeast, connecting southern low density residential areas to the main spine road. The spine road then passes through the medium density residential area with secondary routes and lanes connecting the new village green and proposed primary and secondary schools sites to the spine road, before it leaves the site at Crewe Lane.

Whilst road layouts and typologies are indicative of what would be appropriate, detailed planning applications will determine the final layout and typologies road and street layouts.

Key transport/connectivity issues to be addressed by the Development Brief Site.

- New housing areas should be connected to the strategic road network;
- The Development Brief Site should be connected to the existing town centre through new and enhanced east/west pedestrian/cycle routes;
- Existing public rights of way within the Development Brief Site should be maintained and upgraded where necessary;
- Northwest/southeast pedestrian/cycle connectivity between the Development Brief Site and southern parts of Kenilworth;
- There should be enhanced pedestrian/cycle connectivity between the Development Brief Site and existing transport hubs such as the railway station;
- East/west connectivity between the Development Brief Site and town centre should utilise existing railway crossing points, since the railway currently acts as a barrier for east/west movement; and
- North/South pedestrian/cycle connectivity between the Development Brief Site and northern parts of Kenilworth.

For further information concerning the transport infrastructure requirements for the Development Brief Site, please refer to the East Kenilworth Urban Extension Transport Study.

Cycling

The masterplan identifies significant cycle/pedestrian infrastructure within the Development Brief Site. This includes a main shared route that runs along the spine road as it enters the Development Brief Site from the southwest. A shared route continues alongside the primary route as it passes through the Development Brief Site, as well as across Rocky Lane. An additional section of shared route connects the primary route in the northeastern part of the Development Brief Site to the primary route in the southwestern part of the site. This shared route crosses both Rocky Lane and Glasshouse Wood Path as it passes through the central part of the site. It then passes through the linear country park before joining the primary route again in the northern half of the site. Other main cycle/pedestrian connections include links to cycle routes identified in the Kenilworth cycle network plan and links to existing public rights of way. Again detailed planning applications will ultimately determine the final layout and position of cycle routes.

Housing - Mix and Tenure

Delivering an appropriate housing supply is fundamental to maintaining the workforce necessary to support the economy. In regard to housing mix, the National Planning Policy Framework proposes that authorities will plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Planning authorities should identify the size, type, tenure and range of housing that is required in particular locations reflecting local demand.

Kenilworth has a total number of 9,987 households and this is anticipated to grow annually by 1.2% until 2031. The average household size in the District is estimated to be 2.33 persons.

In terms of market housing in Kenilworth, the primary demand is for three and four bedroom homes (37.2% and 40.1% respectively). Two bedroom homes follow with 13% of the market need and one bedroom at 9.7%. However, with the ageing of the population, we might expect some households occupying larger market homes (4+ beds) to downsize, thereby releasing these properties for younger households. Thus moving forward, it is possible that demand for 4+ bed homes would be slightly more moderate than in the past.

Please note that the above information has been reproduced from the Warwick District Council Strategic Housing Market Assessment (March 2012)



A46 - Warwick Bypass



Kenilworth High Street



Housing adjacent to a lane and SUDS system



View across the Development Brief Site from Glasshouse Lane

With respect to affordable housing, the primary demand is for three bedroom accommodation (43.6%), followed by one and two bedroom housing (26.1% and 27.4% respectively), and four bedroom accommodation (2.9%). On the basis of the modelling of dwelling types, the SHMA recommends that the vast majority of two bed housing is built as houses/bungalows rather than flats. Analysis also indicates that 9% of market demand will be for specialist housing, particularly for older people. There is a slightly higher requirement over the long-term to 2031 within the affordable sector, with an anticipated 10% of need being for specialist housing.

The Kenilworth Neighbourhood Plan indicates that 5% of market housing are required for self-build and custom build plots.

Housing Density

Housing allocation site H40 has anticipated capacity for 640 new dwellings. The net area of land identified for housing is approximately 18.66ha. The net site area excludes schools, open space and landscape buffer strips. The average net housing density for site H40 typically therefore be 35 units/ha.

Housing allocation site H06 has anticipated capacity for 760 new dwellings. The net area of land identified for housing in the indicative masterplan is approximately 17.9ha. The average net housing density for site H06 would therefore be 42 units/ha, again this excludes school sites and green open spaces. The average net density across both sites is therefore 38 units/ha.

Density within local centres and principal and secondary streets that emerge from the centres should be high and typically between 40-45 units per hectare. Moving away from the local centres, the housing density would decrease to 35-40 units per hectare. At the peripheries, density would decrease further to between 30-35 units per hectare. This lower density would allow greater opportunity for the existing green infrastructure to be retained, which will in turn help integrate the new housing into the surrounding countryside. Housing density is inline with principles outlined in the Gardens Towns, Villages and Suburbs - a prospectus for Warwick District Council.

Green Infrastructure

Green infrastructure should be a key component of all development proposals, in order to integrate the eastern extension of Kenilworth into the surrounding countryside. A varied green infrastructure will provide the basis for a healthy, active and sustainable new community.

The green infrastructure identified as part of the strategic masterplan consists of multiple, connected areas of open green space located throughout the study area in order to ensure ease of access. Green space should allow for a range of activities including natural play, designated play, walking and cycling. Hence, the green space should be designed to incorporate the setting for a new pedestrian/cycle network. Warwick District Council's Open Space Supplementary Planning Guidance (2009) provides details on the quantity and breakdown of open space required per development.

Green space within the scheduled ancient monument site should provide opportunities for wildlife habitat enhancement and increasing biodiversity. Existing on-site green infrastructure which comprises linear belts of woodland already serves as wildlife corridors linking through to larger areas of off-site woodland. Where possible all areas of woodland and hedges should be retained and enhanced, thus safeguarding ecological interest within the site, as well as this heritage asset.

In order to fulfil ecosystem services objectives, key principles of the green infrastructure should include:

- Enhancement of biodiversity and ecological interest;
- Provision of green framework for pedestrian and cycle connectivity;
- Provision of high quality green space for recreation and leisure;
- Providing opportunities for local food production (allotments);
- Strengthening the existing woodland framework within and around the development providing new wildlife corridors;
- Providing the framework that creates a good transition between the new development and the existing countryside; and
- Integration with water management system in order to mitigate the impact of climate change.

Landscape

The landscape surrounding the urban area of Kenilworth falls within the Arden landscape character area, as identified by the Warwickshire Landscapes Project (1993). Arden is described as an historic region of former wood pasture and heath, characterised by ancient woodlands, mature hedgerow oaks and a dispersed settlement pattern of brick and half-timbered farmsteads and wayside cottages.

The rural area to the east of Kenilworth, where the study area is located, is described as Arden Parklands, an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees. Its characteristic features include:

- Middle distance views enclosed by woodland edge;
- Belts of mature trees associated with estatelands;
- Many ancient woodlands, often with irregular outlines;
- Large country houses set in mature parkland;
- Remnant deerparks with ancient pollarded oaks; and
- Thick roadside hedgerows, often with bracken.

The Management Strategy for this landscape type is to retain and enhance the effect of wooded enclosure. To this end, all areas of woodland should be retained in order to retain this particular element of landscape character whilst also mitigating the visual impact of development and screening views of the A46.

Land use within the study area is a mix of arable farmland in the north and south, with private sports pitches and a hotel and conference centre located centrally. Fields are generally regular in shape and where the land is used for farming, they are bounded by hedgerows with trees. Historic field boundaries are still in evidence at Crewe Gardens Farm, within the landscape setting of the hotel and within arable farmland to the east of Kenilworth Rugby Football Club.

Woodland is a common characteristic of the area and all proposals should seek to retain and enhance these areas.



Bridge over Rocky Lane



Example Secondary School Development

Biodiversity

Existing linear belts of woodland serve as wildlife corridors and connect through to larger areas of off-site ancient woodlands such as Glasshouse Wood, Thickthorn Wood and woodland associated with Stoneleigh Abbey and the River Avon. Glasshouse Spinney, a belt of woodland along Glasshouse Lane, is a Warwickshire Wildlife Trust Nature Reserve which attracts birdlife. There is a rich variety of shrubs, wildflowers and fungi including sweet woodruff, yellow archangel, lily-of-the-valley, wood melick, wood anemone and dog's mercury. All areas of woodland should be retained and enhanced, thus safeguarding ecological interest within the site.

Farmland and sports grounds within the study area are generally species poor, aside from existing hedgerows that form field boundaries, which should be retained where possible.

The strategic masterplan indicates new areas of green space which will provide opportunities for ecological enhancement. A new pedestrian/cycle network through the study area incorporating native planting has the potential to physically link existing areas of woodland.

Heritage

There is considerable cultural diversity within Kenilworth, although these heritage assets tend to be concentrated in the north west of the town. There are a number of Grade II Listed buildings immediately adjacent to the study area including Thickthorn Manor and the Stables at Thickthorn. These properties are located to the south west of the study area, off Glasshouse Lane, and are separated from the study area by a cul-de-sac of bungalow housing to the east and existing vegetation to the south and west.

There is a scheduled ancient monument located within the study area at Glasshouse Wood, which extends to the east of the A46. The strategic masterplan indicates that this area remains outside of the footprint of any proposed development in order to reduce the impact on the setting of the heritage asset. It is envisaged that this area is used for quiet recreation and wildlife habitat enhancement.

Other nearby heritage assets include a Grade II Listed bridge structure over Rocky Lane, which lies to the east of the A46 to the north of Thickthorn Wood, and Stoneleigh Abbey, a Grade II* registered park and garden which is a large estate to the east of the A46. The A46 is considered to be a sufficient physical boundary to prevent impacts upon these designations from development within the study area.

Social Infrastructure

Warwickshire County Council is the education authority covering Kenilworth and as such it has the duty to ensure that enough school places are provided to meet educational need.

Currently there is insufficient capacity within the existing seven primary age schools to accommodate new pupils in any great number. To address this, there will be a requirement to provide 2 new 1-form entry primary schools as part of the Development Brief Site, which can typically accommodate 200 pupils per school. Allocating 1.5 hectares per primary school will be sufficient, with a small buffer for future expansion.

The primary schools are likely to be located at either end of the Development Brief Site in order to allow for a better geographical dispersion of primary schools in the area.

Kenilworth School and Sports College is the only secondary school and sixth form within Kenilworth and is located across two sites. The school is seeking to relocate all its facilities on a single site. Further, the additional housing proposed in the Kenilworth priority area means that the school needs additional capacity if it is to continue to offer the educational choice it currently offers. For these reasons, a new site for a secondary school in Kenilworth is required.

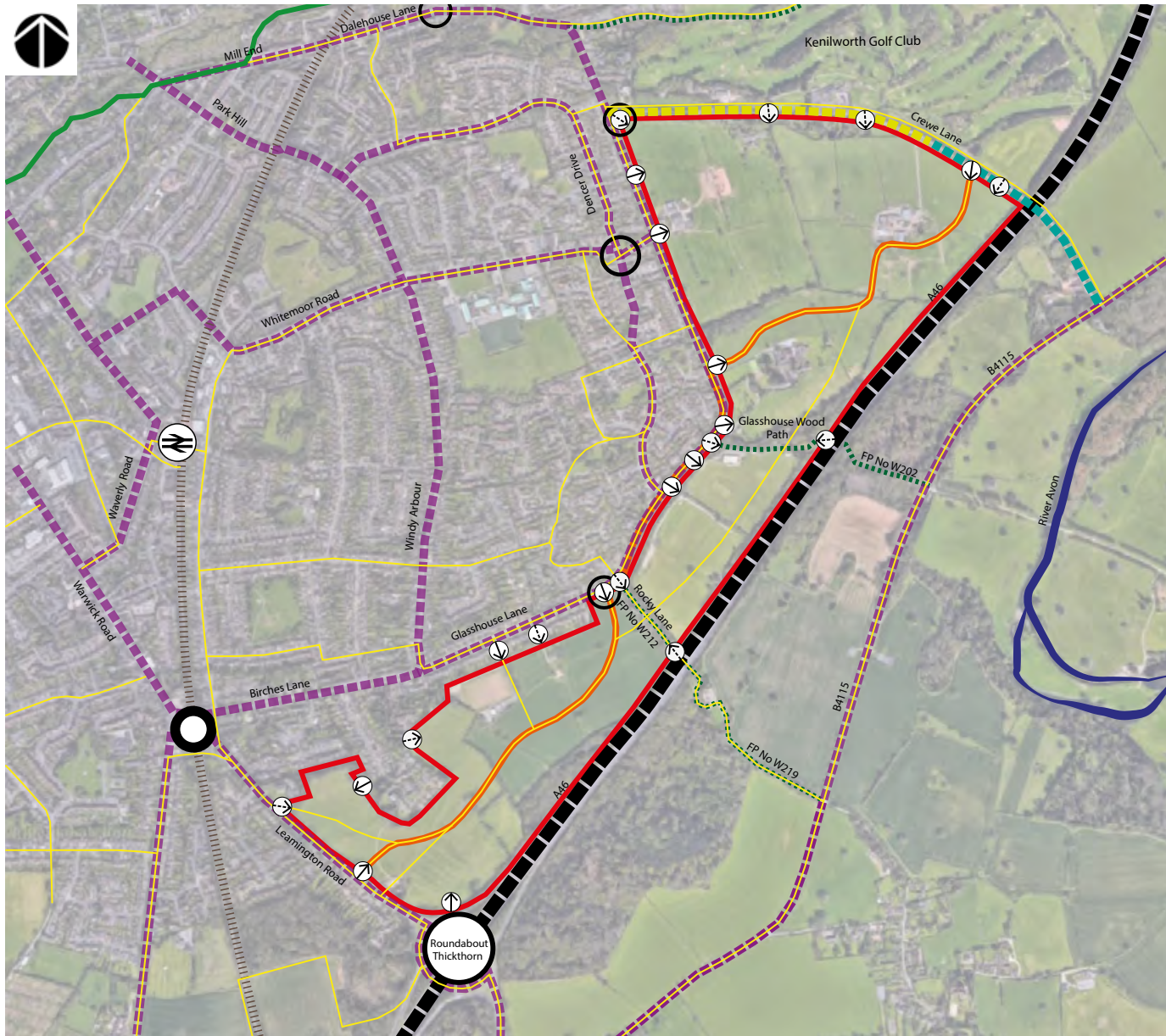
The Warwick District Local Plan 2011-2029 indicates that this is to be located on the land at Southcrest Farm fronting onto Crewe Lane and Glasshouse Lane.















Health services within Kenilworth are provided by the South Warwickshire NHS Foundation Trust. The NHS Clinical Commissioning Group has confirmed that the quantum of development does not necessitate the building of a new medical centre. However, it will be necessary to make improvements to the facilities at the two existing town centre medical practices.

Future development can help to address the current and future health needs by:

- Providing high quality public open space to encourage physical activity;
- Providing a local centre with community facilities and services that encourage walking and cycling as part of people's daily routines; and
- Providing the necessary infrastructure for walking and cycling; and
- A Community Centre is proposed within the local centre including a small external area for play.

Proposed Access and Connectivity



-  Existing vehicle connectivity around Kenilworth
-  Potential cycle routes
-  Proposed vehicle, pedestrian and cycle access into Development Brief Site
-  Proposed pedestrian and cycle access into Development Brief Site
-  Six lane dual carriageway (A46)
-  Sustainable travel route with limited vehicular access
-  Existing vehicular route upgraded
-  Coventry to Leamington rail line
-  Kenilworth Train Station
-  Public Right of Way
-  Site boundary
-  Spine Road with pedestrian & cycle provision
-  National cycle routes
-  Junction improvement required

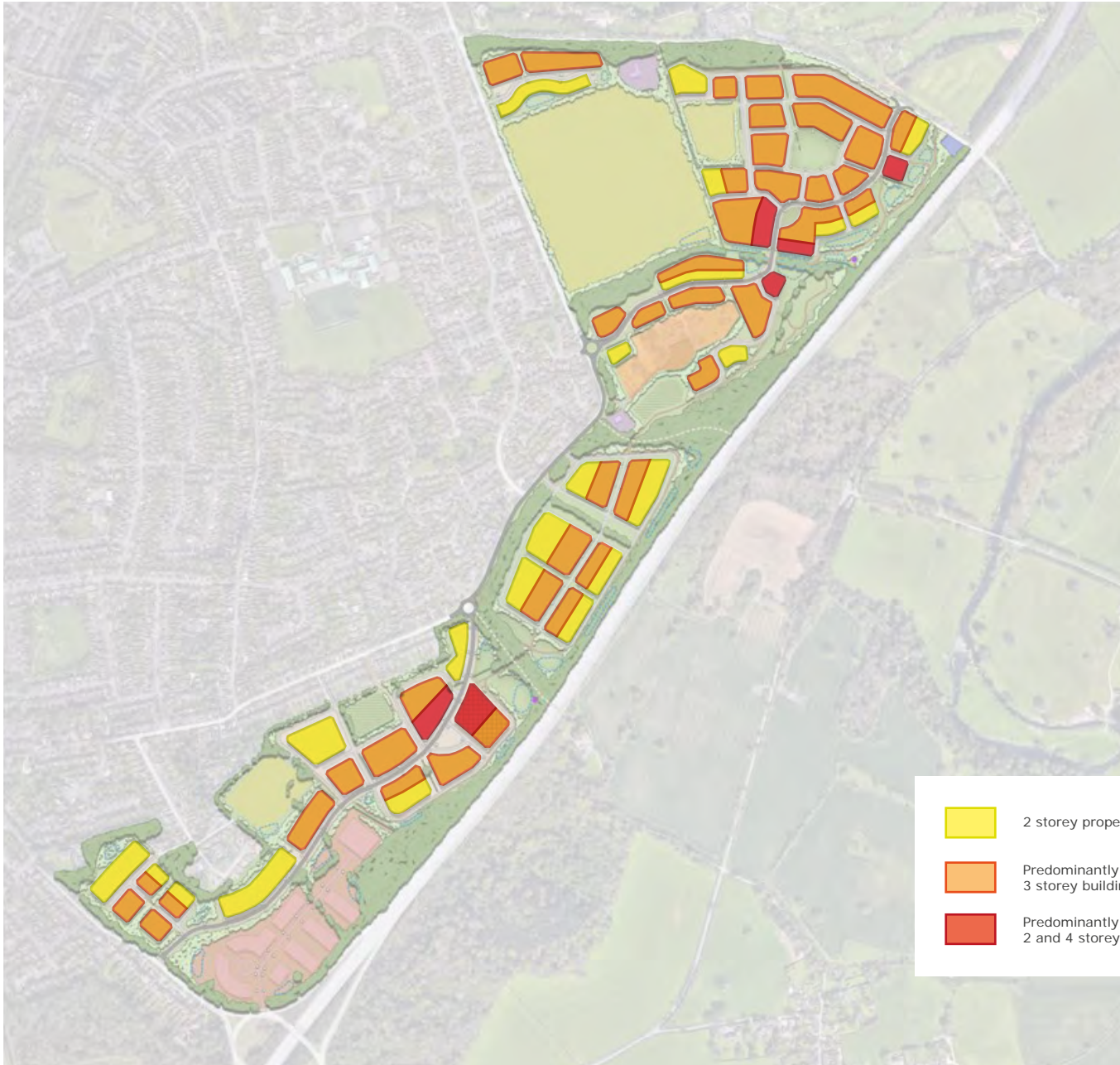


- Key**
-  Proposed Residential Development Blocks
 -  Proposed Spine Road
 -  Proposed Access Routes for Vehicles
 -  Proposed Public Realm
 -  Proposed Public Open Space/Landscaping
 -  Proposed Informal Cycle /Footpath Network
 -  Proposed Screen Planting
 -  Proposed Sustainable Urban Drainage
 -  Proposed Allotments / Community Use
 -  Proposed Boulevard Trees
 -  Proposed Employment Site
 -  Proposed School Sites
 -  Mixed Use Development including Retail, Residential & Community Uses
 -  Existing Dwellings (Likely to be retained)
 -  Proposed Pumping Station
 -  Existing Woodland Retained
 -  Existing Hedgerows
 -  Existing Public Footpaths
 -  Existing Watercourse
 -  Retained Hotel Site
 -  Proposed Sub-Station (If required)

1. Secondary School Site
2. Primary School location
3. Woodside Hotel
4. Main Spine Road
5. New Civic Space
6. Allotments
7. Public Park
8. Village Green
9. Employment Site - Set within woodland framework
10. Sustainable Urban Drainage
11. Low density detached and semi-detached properties set within woodland framework
12. Scheduled Ancient Monument Site
13. Ancient Woodland Retained
14. Access onto Crewe Lane, Indicative
15. Location of Community Centre

Please note that only pedestrian/cycle access is permissible through Rocky Lane and Glasshouse Wood path. For details of access into Masterplan Development Brief Site, please see Proposed Access and Connectivity diagram on page 122.

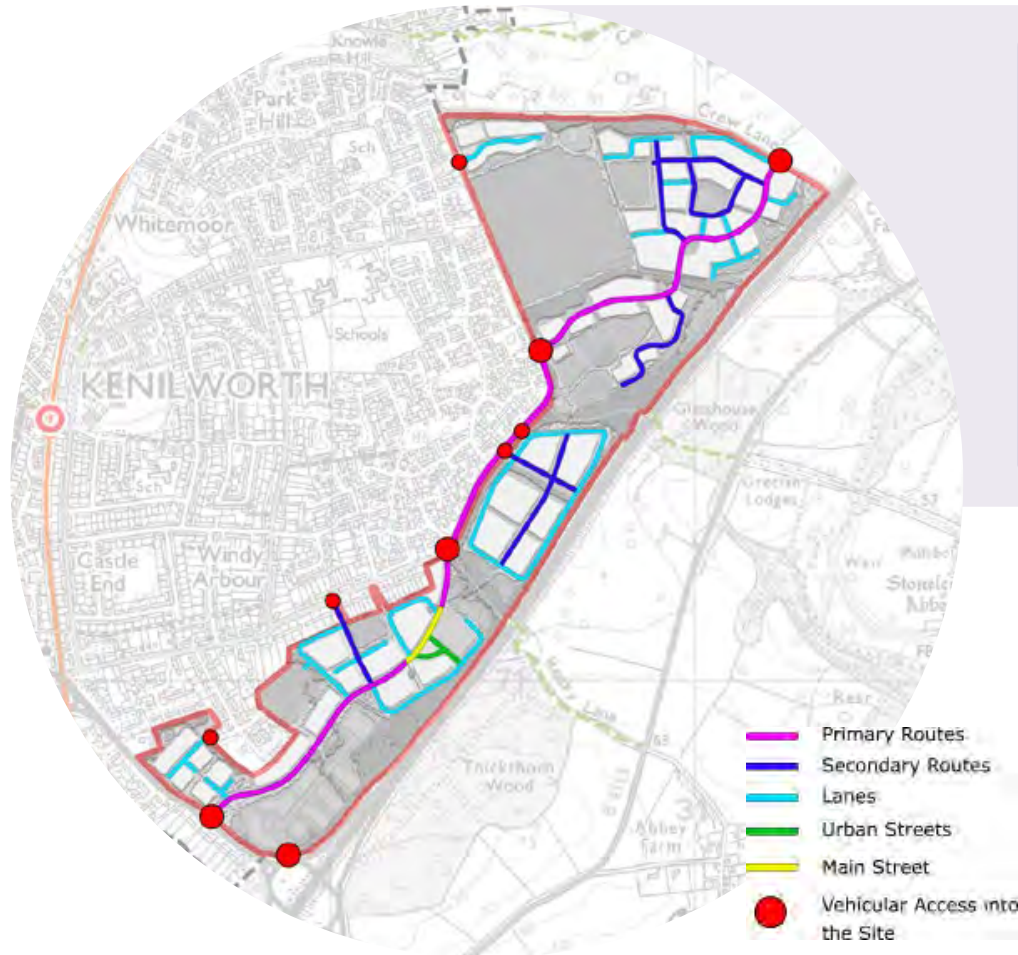
Development Brief Site Masterplan



- 2 storey properties with some bungalows
- Predominantly 2 storey buildings with some 3 storey buildings at key locations
- Predominantly 3 storey buildings with some 2 and 4 storey buildings.

Scale and Parameters Plan

Development Brief Site Street Design Principles



The following section describes the design principles for each of the street types that are applicable for the Development Brief Site. These design principles are based on the Site Level Design Principles section of the report which is in turn influenced by the Neighbourhood Level Analysis section of the report.

This approach means that each of the street types will reflect the important character of Kenilworth's streets and spaces.

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.



Main Street

Recommendations

- 1 Public Realm spaces will consist of a central civic space within the new local centre. This space will act as a new multifunctional congregational space that can be used throughout the year. High quality public realm materials will reflect the character of Kenilworth and the local area.
- 2 A new segregated, 4.0m wide shared route for both walking and cycling shall pass through the main centre as an integrated part of the streetscape. This will connect facilities within the local centre to other parts of the Development Brief Site, as well as other parts of Kenilworth.
- 3 Raised pedestrian crossing points shall be located at strategic points to connect key routes. The crossing points shall mark the entry point to the local centre and where speed restrictions apply.
- 4 The carriageway surfacing through the main centre shall reflect lower speed limits and an environment where pedestrian activity is highest. Speed restrictions and carriageway width shall allow vehicles to park safely and pedestrians to cross the street.
- 5 Street trees should be used to help integrate parking into the street scene as well as to frame key views. They should also be used to assist with legibility and wayfinding defining key routes and public realm spaces and form part of a SUDs system
- 6 Buildings within the main centre shall form a continuous built edge in order to define the streets of public realm spaces. Building plots and architectural styles should vary to create interest and character. Building set-backs should vary with some buildings fronting directly on to the pavements whereas others are separated from the street via a small front garden. Building heights should vary also to create an interesting roofscape. Building materials and detailing should reflect the local vernacular.
- 7 Facilities and retail uses should be provided in the main centre. These should be located at key locations where routes converge and should front directly on to public realm spaces, to create active frontages and encourage natural surveillance. Retail uses should also allow people to spill out into the public realm.
- 8 Parking should be integrated into the street scene. This should include both residents and visitor parking, however speed restrictions of 20mph though 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.



Primary Route

Recommendations

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

- 5 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.
- 6 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.
- 7 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.
- 8 Boulevard trees should be located within 2.0m wide grass verges in order to separate the shared route from the carriageway. The street trees should be used to enhance legibility and wayfinding, reduce pollution and form part of a SUDs system. Trees should be spaced between 8-16m centres.



Secondary Route

Recommendations

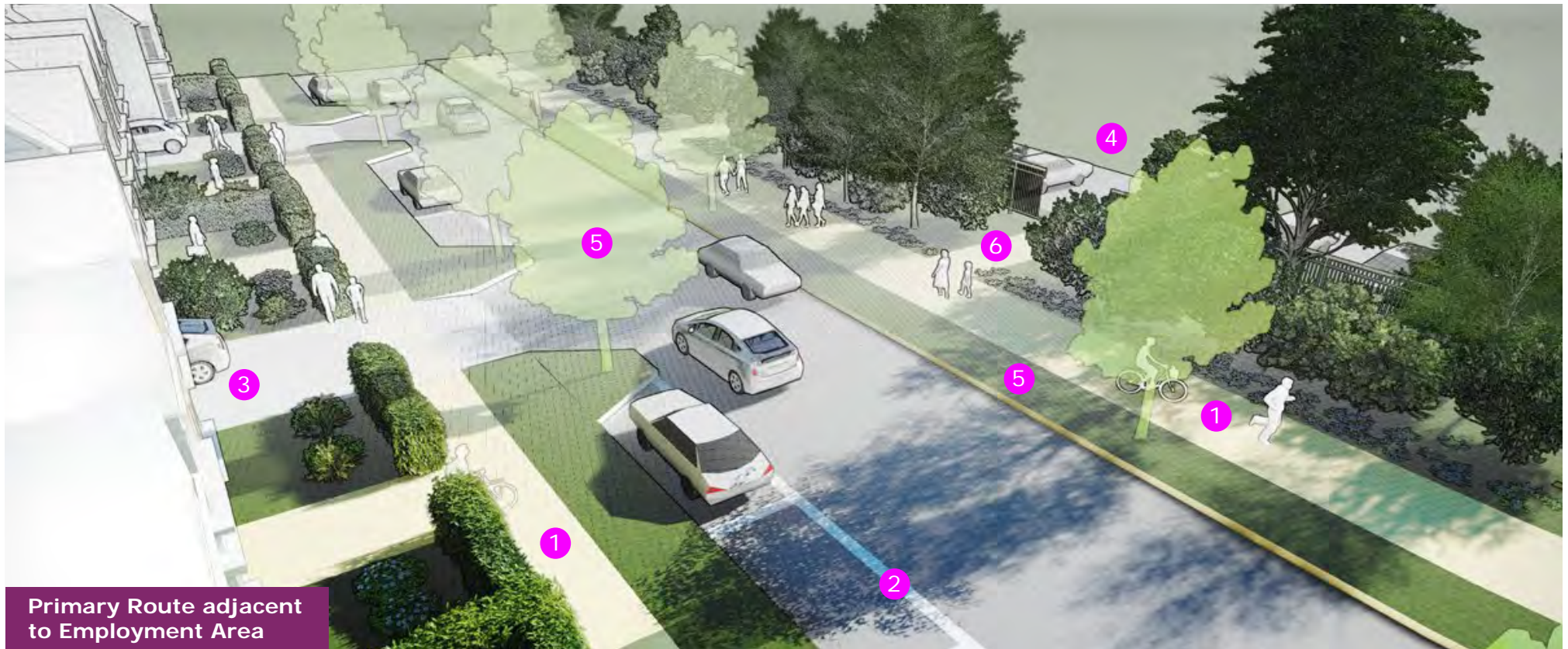
- 1 The public realm shall consist of a new 1.8m wide pavement to one side of the street. The 1.8m wide path shall be separated from the carriageway by a 1.0m wide grass verge.
- 2 If required in certain locations a 3.0m wide shared route for both walking and cycling should be located on one side of 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.



Urban Street

Recommendations

- 1 Urban streets are side streets near the local centre. Materials shall be of a higher quality than peripheral areas to reflect increased intensity of use.
- 2 Cycle lanes shall be on-street lanes and link into shared routes, and provided on the opposite side of the street to on-street car parking. The cycle lanes shall be differentiated from the main carriageway by a change of surfacing.
- 3 The main carriageway width should be 5.5m wide and have a design speed of 20mph. Carriageway surfacing and kerbs should be consistent with those used for main street, and reflect local vernacular. The width of the street should be reduced to 4.5m at crossing points.
- 4 On-street parking should be 2.5m wide and located on one side of the carriageway. Parking bays should be broken up with street trees to avoid long lengths of bland parking. Parking bays should be differentiated from the main carriageway by a change in surfacing. Other parking should be provided at the rear of properties to create high density development in the local centre. Parking at the rear of properties shall be overlooked and protected by a gated access point.
- 5 Properties on urban streets have small front gardens. Typically in 2.0m paved privacy strip provides the definition between public and private space. This surfacing is typically uneven such as cobbles or stone setts 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.



Primary Route adjacent to Employment Area

Recommendations

- 1 The public realm shall consist of new 4.0m wide shared routes on both sides of the carriageway. The shared routes which will be for walking and cycling and connect the new employment site to residential areas or separated from the carriageway by a grass verge and boulevard trees.
- 2 The carriageway width shall be 6.8m wide and consistent with the primary street in other parts of the site. The design speed will be 30mph, although the carriageway will narrow at crossing points to 6.0m. On-street parking will be provided on one side of the street. Parking bays will be 2.5m wide and differentiated from the main carriageway by a change in surfacing.
- 3 On-plot parking should also be provided, in accordance with the Warwick District Council Parking Standards Document. Parking spaces should be 2.5 x 5.0m unless adjacent to obstructions such as walls and fences. Permeable pavements should be used for parking bays and bays should be designed to allow adequate space for sightlines and vehicle manoeuvring.
- 4 The employment site boundary should consist of a 5.0m- 7.5m wide strip of structure planting. This width of planting is necessary to mitigate the visual impact of the employment site on proposed and existing residential properties. The native woodland planting strip will also create a woodland framework in which the shared route would be located.
- 5 Boulevard trees within grass verges will provide a green corridor for the primary route as well as providing an attractive setting for the new employment site and residential areas.
- 6 The employment site will be connected to the main Development Brief Site via a series of footpaths and cycle routes that will connect onto the new shared route.



Lanes

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

Recommendations

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

- 4 New development should seek to integrate new buildings into the landscape at the periphery of the site in order to create a seamless transition between town and countryside as well as mitigate the visual impact on adjacent visual receptors in existing residential properties.
- 5 Proposed green infrastructure, including new woodland, grass verges and groundcover planting should form the backdrop to the lanes and provide the transitional zone between the Development Brief Site and surrounding areas.

Summary

The Kenilworth Urban Design Guide focusses on the design of new streets and public spaces which are identified by the indicative masterplan. It is an evidenced based design guide that has been informed by detailed site analysis of the Development Brief Site as well as a study of Kenilworth's urban characteristics. GIS mapping has also been used to provide further evidence for this report.

The design guidance is intended to guide future development in Kenilworth to ensure that new housing creates a strong sense of place and is influenced by the intrinsic characteristics of Kenilworth's streets that make it a distinct and attractive place to live.



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