Supplementary Planning Document

Kings Hill Masterplan and Design Code

Warwick District Council
41067310-001-06-Design-Code
February 2026

SLR

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Contents

This chapter describes the background, purpose and process undertaken to produce the King's Hill Masterplan and Design Code SPD.

1. Introduction

1.1 Introduction

The King's Hill Lane site is set to provide up to 4,000 new homes by 2050. It presents a significant opportunity for a well-designed neighbourhood which respects and enhances the natural environment, promotes active and sustainable travel choices and fosters a genuine sense of community.

1.1.1 Purpose of the design code

The King's Hill Lane Masterplan and Design Code SPD will provide supplementary guidance to Local Plan policies such as DS11 and DS15, in addition to providing guidance to future South Warwickshire Local Plan policies. It can assist with the discharging of conditions such as the requirements for site wide and phase wide masterplans and design codes.

This design code seeks to encourage quality placemaking at King's Hill Lane, through:

1. Channelling guidance and policy objectives at local and national level, including for example the approach advocated by the National Model Design Code (which sets the structure of this report).
2. Establishing principles for good design that are specific to the site and respond to its context and the wider Warwickshire/Coventry areas.
3. Providing a foundation for common ground between Council officers and developers, prior to the approval of future planning applications.
4. Presenting design information and key principles in a clear and concise manner and in a user-friendly report.

The scale of the site, number of homes to be delivered and various landowners present several challenges for the future delivery of the site.

This design code, which has been informed by a high-level masterplan for the site, seeks to ensure that key design elements of the masterplan, such as road layout, location of open space and the provision and protection of biodiverse areas, can be delivered in a strategic and consistent manner across the site.

At the same time, it is understood that a degree of flexibility is required, to ensure that future development can respond to changes such as climate resilience, market demand, technologies and best practice.

1.1.2 Purpose of the masterplan

The aim is to provide a comprehensive masterplan for the King's Hill Lane site identified as 'Greenfield Site Edge of Coventry', under ref. H43. The masterplan will provide an overarching framework for the application of the design code. The masterplan includes:

- The landscape strategy, taking account of existing natural features and new structural elements.
- The amount and position of open space and play provision.
- The number of homes and other uses (from the local plan allocation).
- The points of access and connection to the wider street network.
- Movement framework and street hierarchy.
- The positions of local centres and schools.
- Positions of frontages, gateways and urban squares.

1.1.3 Production of the design code

The production of this design code has been led by Warwick District Council (WDC), complemented by a core group

of consultants with project planning, engagement, urban design and architecture and engineering skills.

The design code has been produced in line with national guidance on design and sustainable development. The code follows a high-level masterplanning process, which involves:

- A review of existing and live planning applications for the site
- A technical review of existing information for the site
- Opportunity and constraints mapping
- Exploration of a site wide vision and objectives to drive future development and design principles to guide spatial design
- Production of an illustrative masterplan for areas of the masterplan not covered by existing/live planning applications
- Stakeholder engagement on the site wide masterplan
- Development of coding principles, based on the agreed masterplan for the site

Once adopted/approved, the Design Code will act as a site-specific Supplementary Planning Report and sit within WDC's suite of Local Plan reports.

The Design Code focuses on positive planning and design. It does not seek to highlight poor design and implementation, on the understanding that developers and design teams are aligned with the broad aims and Vision for King's Hill Lane site and appreciate the value of good design.

1.1.4 Relationship with Existing Planning Permissions

Where planning permission has already been granted within the Masterplan area, future planning applications will be expected to have due regard to the principles established through those permissions, including approved parameters relating to land use, layout, scale, access, and landscape. The Masterplan and Design Code should be applied in a way that complements and does not undermine extant permissions.

Who Uses the Design Code	Why They Use It	What They Need to Do
Developers and landowners	To understand what is expected for their land and make sure their plans fit with the overall layout	Follow rules on building placement, height, style, materials, streets, and open spaces. Coordinate with neighbouring sites to keep the area consistent
Architects and designers	To guide the design of buildings, streets, and public spaces in line with the vision for the area	Make sure building shapes, materials, and streets match the plan. Keep streets, parks, and key views connected
Planning officers and council	To check planning applications and make sure new development fits the masterplan	Look at proposals against the design code and regulating plan. Ensure buildings, streets, and public spaces follow the rules
Landscape architects and engineers	To design parks, streets, and green spaces that work with the masterplan	To design parks, streets, and green spaces that work with the masterplan. Make sure parks, planting, and paths are in the right place and linked to the wider area
Community and Local People	To understand how the development will look and affect the area	Give feedback and comments. See how design choices will affect streets, parks, and local services

Figure 01 Users of the design code

1.2 Using the Design Code

This document has been produced to inform future planning applications and assist with decision-making.

1.2.1 Using the Design Code

This report sets out a strategic design rationale that will ensure comprehensive delivery in accordance with the overall vision for the site. The plans contained within this report are intended to provide a spatial representation of how the written requirements can be achieved. Specific locations and arrangement of uses demonstrate opportunities to achieve the delivery of sustainable neighbourhoods and quality placemaking. Plans are therefore to be considered as guidance. The structure of this Design Code is set out below.

1.2.2 Implementing the design code

As part of future planning applications, developers and their designers will need to clearly demonstrate how they have applied the principles of the Code and complied with their requirements. Applicants will need to provide evidence to demonstrate how the requirements within this design code have been met through their proposals alongside a narrative regarding the adoption or

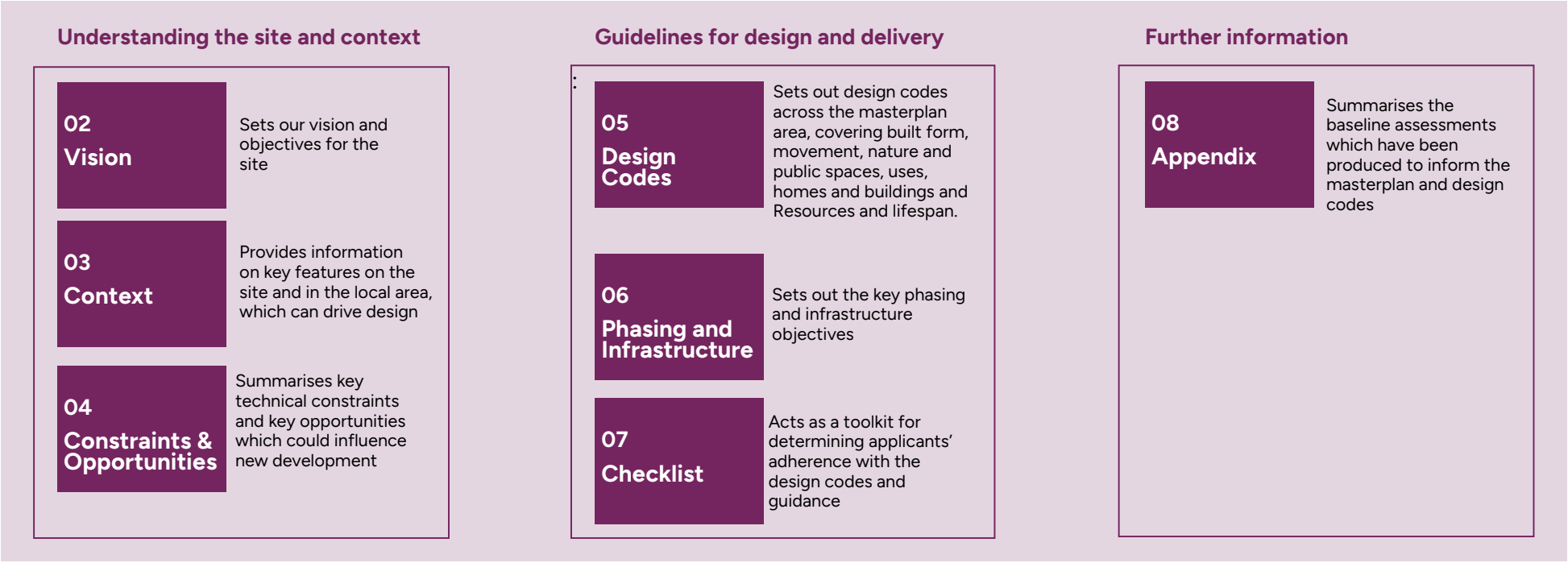


Figure 02 Design code structure

exceeding of the recommended standards. Please refer to section 7 for the design code compliance checklist. Below are overarching design considerations for proposals:

- Movement network
- Materials
- Boundary treatments
- Character areas
- Building design
- Adoption and management
- Sustainable design, construction and energy efficiency

In addition, Warwick District Council will expect applicants to provide more detailed information and policy-specific requirements at neighbourhood/site details.

1.2.3 Comply or Justify Approach

This Design Code provides a framework to guide high-quality residential development in line with relevant planning policies and SPDs. It is to be applied using a "comply or justify" approach.

Proposals are expected to comply with the requirements of the Code. Where this is not possible, a clear and robust justification must be provided to demonstrate how an alternative approach meets the underlying objectives of the Code and achieves an equal or better design outcome.

Any justified departure must be supported by site-specific considerations and must not compromise overall design quality or residential amenity.

1.2.4 Further design quality controls

The Council will continue to promote high-quality design across the site and will encourage and draw on a range of tools that can integrate with and benefit the planning application process. The use of these tools will be established through dialogue between the Council and prospective applicants and used where appropriate:

Planning Performance Agreements (PPAs), when used positively and proactively, should create a framework in which parties come together to agree the design ethos and approach to an application and how they are going to take a development proposal through the planning process.

PPAs can be used to agree on the vision and objectives for development, as well as setting timescales, actions, and resources for handling particular applications. They can also be used as part of the pre-application and application stages and potentially extended to the post-application stage.

PPAs should encourage joint working between an applicant and the Council, and can also help to bring together other parties such as statutory consultees. This can provide a basis for a more efficient, joined-up and less adversarial way of working based on the principles of development management.

A PPA is agreed voluntarily between an applicant and Council, most commonly prior to an application being submitted, although it can also be applied at any stage in the planning process, including managing post-determination aspects such as pre-commencement conditions and reserved matters.

1.2.5 Stakeholder Engagement

Engagement has taken place with several specialists across Warwick District and Warwickshire County Councils, including housing, adult social care, highways

and transport (including Coventry City Council), education, sports and leisure, green spaces, ecology, heritage, landscape, climate change, community provision and environmental health. Engagement has also been undertaken with promoters of land

within the King's Hill Lane allocation area. The comments received have helped inform you of this version of the SPD.

1.3 Planning Background

1.3.1 Planning Policy Summary

National, regional and local planning policy confirms support for new residential-focused development at King's Hill Lane. Elements which are particularly focused on design that could influence new development, include:

- Creation of **sustainable development.**
- **20-minute neighbourhoods**, which allow easy access to local services, such as schools, local amenities and facilities, by walking and cycling.
- Designing for **multi-generational living,** with housing and spaces designed with safety, sustainability and access in mind.
- **Protection of biodiversity**, through protecting habitats or species of particular value from development and exploring opportunities for creating or enhancing green corridors.
- **Prioritising active travel gateways**, to encourage people to choose to walk and cycle over car use, and reduce the health impacts of sedentary lifestyles and carbon emissions.
- **Placemaking driven by context** creates new places which are tailored to their environments and are recognisable as their own place.
- **Landscape-led approach,** which understands the location of the development as an edge of settlement, which needs to respond to the neighbouring countryside area, as well as the established urban area adjacent to the site.
- **Integrated design,** which fully connects with the surrounding area, whilst also maintaining future connections to new growth opportunities in the local area, as promoted by the South Warwickshire Local Plan.

The guidance and principles set out in this Design Code should be read in conjunction with the national, regional and local planning policy review contained in Section 8 (Appendix) of this report. The planning policy review reflects the policy context at the time of writing. Any future development proposals must undertake their own planning policy review to ensure that the most up-to-date guidance is referenced in support of planning applications.

The King's Hill Lane site has been accounted for as a commitment as part of the emerging South Warwickshire Local Plan. With the expectation that King's Hill Lane will continue to be allocated as part of the South Warwickshire Local Plan, the SPD is intended to provide supplementary guidance to future development plan policies addressing the continued allocation of the King's Hill Lane site.

This icon is shown throughout the report and highlights planning policies relevant to the design code theme.

1.3.2 King's Hill Lane Allocation and Future Development Proposals

The key driver for development at King's Hill Lane and the requirement for the masterplan and design code SPD is the allocation for residential-led development outlined in the Warwick District Local Plan, which was adopted on 20th September 2017.

The Local Plan identifies King's Hill Lane as 'Greenfield Site – Edge of Coventry', under ref. H43. The policy identifies that the King's Hill Lane site could accommodate the

following uses:

- 1,800 dwellings with a total capacity of up to 4,000 dwellings, with the balance to come forward beyond the plan period.
- Secondary school provision,
- New primary schools,
- Local centre, community facilities
- Health centre
- Potential for some employment land

Since the allocation, several planning applications and proposals have been received and discussed for the site, including:

- **Land at King's Hill Lane (Ref: W/18/0643)** Submitted, March 2018. Planning permission was granted on 24/12/2021. Outline planning permission for the development of up to 2,500 dwellings, 4,000m2 of mixed-use floorspace (A1, A2, A3, A4, A5, B1, C2, D1 and D2), primary school, secondary school, open space and associated infrastructure. Number of conditions since discharged, S106 signed.
- **Land off Stoneleigh Road (Ref: W/23/1722)** Submitted: November 2023 Status: Live
- **Southern parcel –** landholding promoted south and east of Finham Brook. Discussed with WDC in November 2017

Further details of the above can be found in the appendix of this report and on Warwick District Council's website.

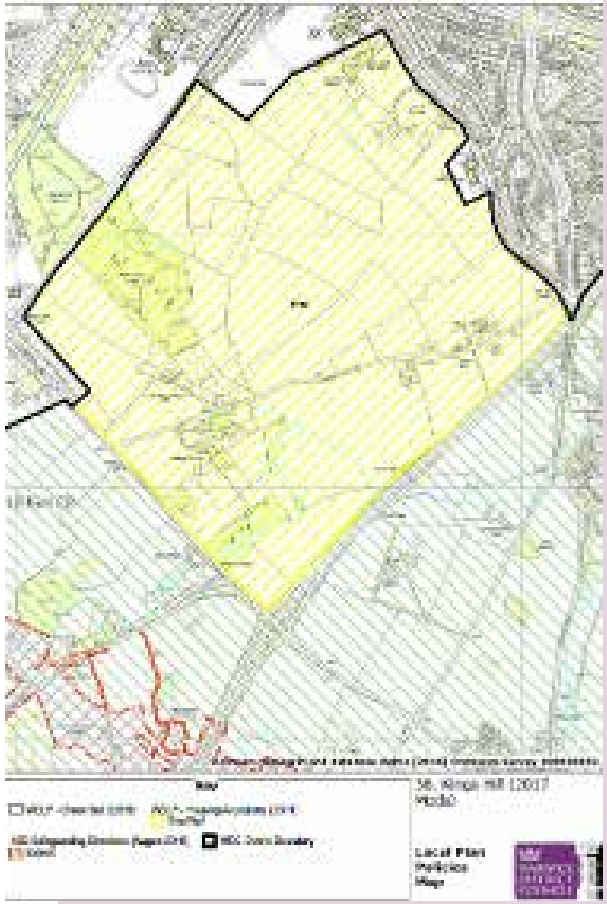


Figure 03 Local Plan extract of the allocation site H43

1.4 Strategic Context

The site is situated within the Warwick District Council administrative area and lies on the southern edge of the Coventry urban area.

1.4.1 Strategic Context

The Coventry City Council administrative area is located to the north of the site. It is well connected to the wider region, with convenient access to the M40, M6 and M42 motorways, providing strong links to surrounding towns and cities.

The nearest major airport is 16.5 km from the site at Birmingham International Airport, while Coventry Railway Station (2.5km to the north), located in the city centre, provides access to the national rail network.

The site is in proximity to several key settlements, such as the historic town of Kenilworth, which lies approximately 3km to the south, and Warwick and Royal Leamington Spa are approximately 8km to the south. The University of Warwick is situated close to the site to the north-west, supporting the area's educational and employment profile.

There is significant development proposed in the local area set through the adopted Local Plan, which covers growth requirements up to 2029. The site also falls within the South Warwickshire Local Plan area (SWLP) whereby the SWLP will identify future growth up to 2050.

Key developments in the local area include:

- **Coventry and Warwick Gigapark Investment Zone** is located 2.25 km to the east of the site. A major employment site with a focus on green technology and automotive manufacturing.
- **Stoneleigh Park** employment site, is located 1.9km to the south.
- **University of Warwick campus centre** is located 1.8km west. They adopted the Campus Framework Masterplan in 2024 and support a £700 million capital investment plan.
- **The new HS2 rail line** is under construction and located within 1km of the site's southern boundary. It will improve journey times between Birmingham and London. The closest HS2 station to the site will be located at Birmingham International Airport, located 12 miles from the site.
- **Coventry and Warwickshire Gateway sub-regional employment site** is located 1.9km east.
- **Future plans for Coventry's Very Light Rail (CVLR)**, the project is building the case for affordable, low-cost urban rail, connecting key areas and routes to the University of Warwick and the Gigapark/ sub-regional employment site. The current plans focus on a city centre demonstrator line to the University Hospital and Tech Park, with broader network expansion dependent on funding and trials.

The above highlights the pivotal location of the site, near a range of expanding job opportunities, as well as proposed new public transit routes.

1.4.2 Stakeholder Engagement

Engagement has taken place with several specialists across Warwick District and Warwickshire County Councils, including housing, adult social care, highways and transport (including Coventry City Council), education, sports and leisure, green spaces, ecology, heritage, landscape, climate change, community provision and environmental health. Engagement has also been undertaken with promoters of land within the King's Hill Lane allocation area. The comments received have helped inform this version of the SPD.

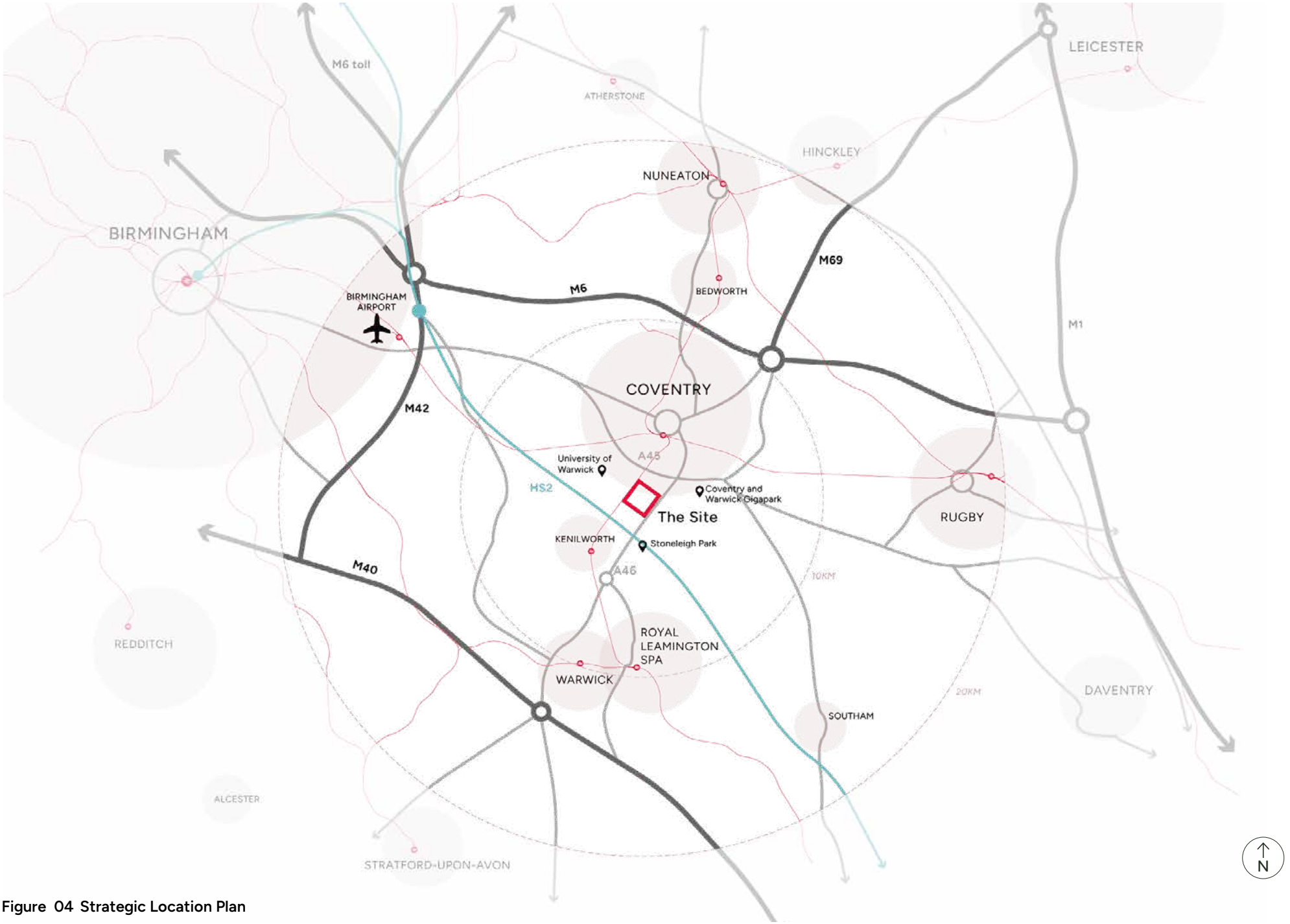


Figure 04 Strategic Location Plan

1.5 King’s Hill Lane

1.5.1 Site Location

The King’s Hill Lane site, comprising 269 hectares, is located south of the urban area of Coventry and north of the market town of Kenilworth. It is situated within the administrative area of Warwick District Council. Figure 05 illustrates the extent of the site area in red.

Green Lane binds the north-eastern boundary, and the A46 Kenilworth Bypass borders the south-eastern edge of the site. Stoneleigh Road binds the site to the south-west. The Leamington Spa and Coventry Railway Line run to the west of the site.

Figure 05 Red line boundary of the allocation site

Key Features include:

- Long-range views to Coventry city centre (north) and to Kenilworth Bypass (A46, south).
- Natural features include Wainbody Wood, Finham Brook, existing mature trees and hedges.
- Main entry is via King's Hill Lane.
- A new roundabout has been delivered south of Finham Brook on Stoneleigh Road as part of the A46 Stoneleigh Junction improvement scheme.
- Rural dwellings and farmstead buildings, including listed buildings along King's Hill Lane.
- King's Hill Lane Nurseries is located to the south of King's Hill Lane.
- Finham Park Secondary School and Finham Primary School are located at Green Lane.
- Alvis Sports and Social Club at Green Lane.
- King's Hill and the Scheduled Ancient Monument off King's Hill Lane.

Figure 06 King's Hill Lane Nurseries

Figure 07 Stoneleigh Road, railway adjacent to the site.

Figure 08 Mature trees and hedges at King's Hill Lane

Figure 09 Undulating topography and glimpse views from King's Hill Lane

Figure 10 High mature hedges are a distinctive and special feature at King's Hill Lane

This chapter describes the
future vision objectives, vision statement
and the masterplan

2. Vision

2.1 Supporting Warwick District Council's Priorities

The Local Plan's vision prioritises shaping sustainable development across the whole district, balancing economic prosperity, housing delivery, environmental protection, infrastructure provision, and community wellbeing so that Warwick District remains a desirable place to live, work, and visit now and into the future.

2.1.1 Warwick District Council's priorities

The Local Plan's vision is delivered through several strategic priorities that reflect the district's long-term development goals:

- Improving Quality of Life
- The Plan supports safer, healthier, fairer and more prosperous communities across the district.
- Aligning with the Sustainable Community Strategy.
- The Local Plan is structured around five priorities to improve overall wellbeing: Safer communities, health & wellbeing, housing, prosperity, sustainability.
- Balanced and Sustainable Growth.
- Promote balanced economic and housing growth to meet local needs and support businesses.
- Provide sufficient land for homes (including affordable housing) and jobs.

High-Quality, Location Appropriate Development

- New development should be well-designed, located to reduce car use, encourage walking/cycling, and address climate change and environmental impacts.

Infrastructure and Services.

- The Plan aims to enable improvements to infrastructure (transport, schools, utilities, community facilities) to support growth sustainably.
- Protecting and Enhancing the Environment
- There is emphasis on conserving natural and historic assets, improving habitats, and enhancing open spaces.

At the centre of these principles are 3 strategic priorities:

1. Delivering valued, sustainable services

So that the Council can continue to focus its efforts and activities on the needs of its residents, communities and businesses, this priority will be underpinned by continued demonstration of financial sustainability through the medium term. This is the foundation for ensuring there are resources to continue to enable residents to receive excellent high-quality services that are responsive and accessible to local needs.

2. Low cost, low carbon energy across the district.

The Council will look to find ways to reduce energy consumption and bills in Council civic buildings, Council housing, and help others to do the same, such as privately owned homes, businesses and other public and voluntary sector organisations. Support programmes and initiatives will be developed that meet national standards of accreditation to ensure performance in use is optimised. A performance measurement approach will be developed to assess the long-term benefits of the improvements made.

3. Creating vibrant, safe and healthy communities of the future

We will work with communities, businesses and public sector partners to enable and support improvements where people's community, economic and housing needs can be met. This will facilitate a better and more sustainable balance with the natural world that will allow our communities and businesses to thrive in a sustainable and safe way.

"To make Warwick District a Great Place to Live, Work and Visit."

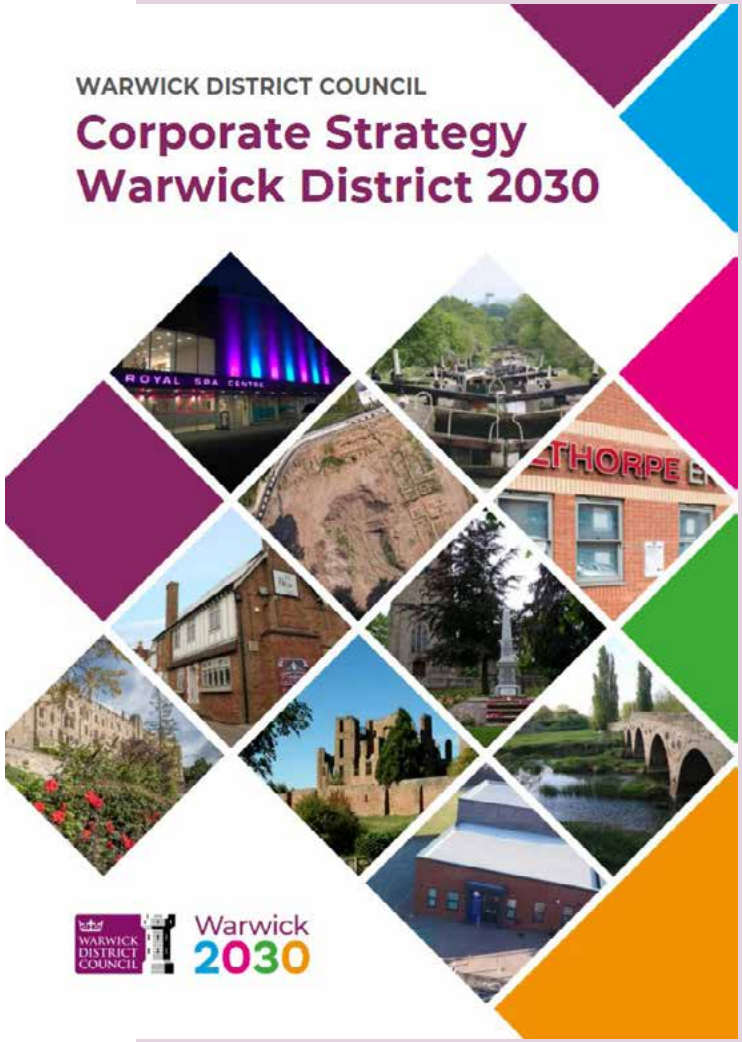


Figure 11 Warwick District Council's priorities and principles are set out in the Corporate Strategy 2030

2.2 Vision for King's Hill Lane

King's Hill Lane is an exceptional location providing the opportunity to create a new, distinctive, and liveable community.

Envisioned as a characterful and memorable place, the neighbourhood will foster a strong sense of identity and pride, becoming a place where people aspire to live, grow, and put down roots. Designed to support intergenerational living, it will cater for people of all ages and life stages, nurturing a balanced, inclusive, and resilient community.

At the heart of the vision is the creation of a walkable, people-first neighbourhood, shaped around high-quality streets, welcoming public spaces, and a rich mix of community facilities. Safety, comfort, and inclusivity will be embedded in the design, ensuring the neighbourhood feels open, welcoming, and easy to navigate, encouraging everyday social interaction and a strong sense of belonging.

Set within a landscape of mature woodland of Wainbody Wood, the development will be sensitively woven into its surroundings, offering generous green views and access to a network of high-quality open spaces. A connected framework of ecological corridors will run through the neighbourhood, connecting Wainbody Wood to Finham Brook enhancing biodiversity, strengthening habitats, and allowing nature to flourish alongside everyday life. Active and healthy lifestyles will be promoted through enhanced sports pitches, leisure facilities, and attractive walking and cycling routes.

Enhancing the connections towards the city and public transport will position Coventry within easy reach, while the neighbourhood itself offers greenery and a calmer pace of life.

King's Hill Lane will create a rich variety of experiences, from quiet, reflective spaces immersed in nature to vibrant places where children can play, neighbours can meet, and communities can thrive.

A Walkable, Connected Community

Prioritise walkability and permeability, with safe, legible streets and attractive walking and cycling routes connecting homes to local facilities, green spaces, public transport, and neighbouring communities such as Finham. Movement networks will reduce car dependency and support sustainable travel choices.

A Gateway Neighbourhood

Establish a distinctive and memorable gateway into Coventry from the south-west, responding to its prominent edge-of-city location. Landmark landscape features and high-quality architecture will announce arrival and create a clear identity rooted in place.

Characterful Places People Are Proud to Call Home

A varied and high-quality built form will create a characterful neighbourhood with a strong sense of place. Streets, squares, and spaces will be designed to feel human in scale, memorable, and welcoming in character, fostering long-term pride and stewardship among residents.

Inclusive and Intergenerational Living

Support intergenerational living by providing a diverse mix of homes, spaces, and facilities that meet the needs of all ages and life stages. Homes will be designed to adapt over time, supporting lifelong living and a balanced, resilient community.

Landscape-Led Design Rooted in Nature

Shaped by existing landscape such as Wainbody Wood, sensitively integrate development into its setting. Green infrastructure will be treated as a primary structuring element, ensuring that nature defines the character of the place rather than being an afterthought.

Connected Ecological Corridors

A network of connected ecological corridors will weave through the site, linking woodland, open spaces, and surrounding landscapes, enhancing biodiversity, strengthening habitats, and bring nature into everyday experience, supporting both wildlife and wellbeing.

Safe, Welcoming, and Sociable Streets

Public spaces and streets will be designed to feel safe, overlooked, and welcoming at all times of day. Clear sightlines, active frontages, and well-defined public and private realms will encourage social interaction, reinforce security, and create places where people naturally meet and dwell.

Healthy and Active Lifestyles

The neighbourhood will actively promote health and wellbeing through access to green spaces, enhanced sports pitches, leisure facilities, and a connected network of walking and cycling routes which will be embedded into the design, supporting healthier lifestyles for all residents.

Green Spaces for All

A rich variety of green spaces will be provided, ranging from tranquil natural areas for reflection to active, social spaces where children can play and communities can gather. All residents will be within easy reach of high-quality open space.

City Connected, embedded in Landscape

Strong connections will link the site to Coventry city centre and the wider region, placing employment, education, and culture within easy reach. At the same time, the neighbourhood will retain a calm, green character, within easy reach of the city.

2.3 King's Hill Lane Masterplan

A comprehensive illustrative masterplan has been produced alongside the design code.

The illustrative masterplan, figure 12, sets out key development principles for the site. Below describes the features of the masterplan.

2.3.1 Masterplan Design Principles

Green Infrastructure and Landscape

- Wainbody Wood south will be retained and enhanced, supported by appropriate buffer planting to protect ecology.
- A continuous north-south green corridor will connect Wainbody Wood with Finham Brook woodland and the wider open space network.
- Strategic areas of open space will provide landscape and ecological connections between Wainbody Wood and Finham Brook.
- A riverside walk and nature route will be delivered along Finham Brook, balancing public access with biodiversity enhancement.
- Existing mature landscape features will be retained and integrated to deliver Biodiversity Net Gain (BNG) in accordance with statutory requirements.
- Landscape buffers adjacent to the A46 and railway line will mitigate noise and visual impacts while supporting biodiversity and habitat connectivity.

Movement, Access Connectivity and Active Travel

- East-west green links will enhance permeability and promote walking and cycling across the site.
- Safe and direct north–south pedestrian and cycle connections will provide access to the secondary school and key community facilities.
- Footbridges located at Finham Brook will improve access to public transport routes and key amenities.
- The existing bus network will be extended and realigned to ensure all homes are within convenient walking distance of public transport.
- Future opportunity for a footbridge over the railway to enhance connectivity towards the north, promoting active travel to the university, shopping facilities and schools.
- Vehicular access will be provided from Stoneleigh Road via King's Hill Lane.
- Vehicular access will also be provided from Green Lane, connecting to the new roundabout

Community, Health and Wellbeing

- Two centrally located community hubs will include schools, mixed-use centres and parks, located within walking distance of homes to promote active travel and reduce car dependency.
- Play parks will be integrated within walking distance of homes and along key pedestrian routes to support children's health and wellbeing and 'play-on-the-way'.
- Allotments will be provided as part of the green infrastructure network to promote community interaction and food growing.
- Two new primary schools and a new secondary school will be delivered as part of the development.
- Potential for non-residential uses (including Class E, Sui Generis) to form transition between the residential neighbourhood and Kenilworth bypass.

Heritage and Character

- Public open space within the setting of the Scheduled Ancient Monument will incorporate opportunities for heritage interpretation and education.
- King's Hill Lane will retain its rural character, supported by enhanced pedestrian and cycle connectivity.

Figure 12 Illustrative masterplan

The purpose of the following analysis is to understand the surrounding context, which has informed the basis for the masterplan, vision and design code

3. Context

3.1 Local Townscape

A townscape character study for King's Hill Lane was carried out to understand how the local area.

This has evolved and to identify key townscape characteristics which could positively influence new development on the King's Hill Lane site. The study can be read in Appendix 8.6.

Historic maps from the mid to late 1800s show field boundaries still recognisable today, with the Coventry-Leamington railway line already defining the sites western edge.

Nearby villages such as Baginton, Stoneleigh, Kenilworth and Canley originated as small rural settlements with distinct characters attributed to historic buildings and medieval cores.

Coventry's suburban expansion in the mid-20th century gradually extended development right up to the northern boundary of the site. By the 1970s/1980s, the newly constructed A46, now defining the sites eastern edge, was connecting these new neighbourhoods (equipped with new schools and facilities) to the wider local area,

By the 2020s, the surrounding settlements had further changed through industrial development, around Coventry Airport, new infrastructure such as HS2, and new housing growth, often piecemeal along the edges of the settlement boundary.

A site visit undertaken in November 2026 assessed five surrounding areas:

King's Hill Lane is rural in appearance, with hedgerows, mature trees and agricultural land, alongside a mix of historic farmsteads and more modern commercial and nursery buildings. Views from higher points along the lane provide long-distance outlooks towards Coventry city centre and the Kenilworth Bypass.

Finham, located to the north, is characterised by consistent 1930s-1950s suburban housing, with strong architectural rhythm created by repeated rooflines, bay windows and symmetrical elements, though later property extensions have varied its appearance. The public realm includes uniform pavements and tree-lined verges.

The Shrubberies, to the west, contains low-density housing, primarily bungalows from the 1960s and 1970s, transitioning into 1930s-40s Arts and Crafts homes further north. It has a clear settlement-edge quality, strengthened by nearby open spaces and the wooded buffer at Gibbet Hill Wood.

Stoneleigh Road is notable for its large, detached homes, many within a conservation area, displaying a wide range of architectural styles and framed by mature trees, wide verges and a semi-rural road character.

Kenilworth High Street is described as a historic market-town centre shaped by landmarks such as Kenilworth Castle and St Mary's Abbey, and characterised by historic buildings, dense streets, traditional buildings, cobbled areas, street trees and a strong sense of enclosure.

Stoneleigh Village was also identified as an important local character area, with several buildings dating to the mid-1800s and earlier (the red stone Almhouses were built in 1594). The material palette of buildings in the centre, featuring red sandstone, red brick, and timber-framed features, creates a strong sense of identity. Green verges and small terraced front gardens with stone walls and steps add to the distinct character.

Figure 13 High quality townscape in Kenilworth with public space enclosed by strong building line and active frontage. Height creates landmark building

Figure 14 Key view to spires in Coventry city centre from opening in hedgerows on King's Hill Lane

Figure 15 Finham, inter-war semi-detached features, consistent building line, roof line and symmetrical bay windows overlook green space

Local Character Study Key Considerations

- In the northern, more urban areas, streets should use a consistent building line with repeated architectural features to create a clear suburban character.
- At the rural edges, buildings should have a looser, more informal building line with larger setbacks to emphasise the transition to open landscape.
- Green spaces and village greens should frame key nodes and soften denser housing areas.
- Street trees should be used to reinforce the street hierarchy.
- Local squares in key centres should create arrival points and spaces for community activity.
- Parking areas should be improved through landscape design, such as using cobbles and tree planting.
- Local architectural styles and materials from places like Kenilworth and Stoneleigh should guide design of landmark buildings to strengthen contextual identity.
- Key views/ vistas towards Coventry should be considered through the layout

3.2 Heritage

King's Hill, historically referred to as Hulle, King's Hull, or Helen's Hull, represents the remains of a deserted medieval village.

3.2.1 History and Origins

Archaeological evidence indicates that King's Hill was associated with a monastic grange belonging to Stoneleigh Abbey and played a significant role in managing agricultural production for the Abbey's estate. Pottery dating from the 13th to the 15th centuries confirms the medieval occupation.

3.2.2 Conservation Areas

Kenilworth Road Conservation Area is located to the west of the King's Hill site boundary. It was first designated as a Conservation Area in 1968. This area is designated due to the existence of the mature spinney (small area of tree and bushes) that lines the length of the Kenilworth Road.

3.2.3 Designated Heritage Assets

There are three Grade II listed buildings and one scheduled monument within the allocated site boundary. The Wainbody Wood Farmhouse, Barn 16 Yards to East of Wainbody Wood Farmhouse and the Hill Farmhouse are Grade II listed.

The scheduled monument of the deserted medieval village at King's Hill Lane survives relatively well as a series of earthworks, including up to eight rectangular building platforms, associated gardens, crofts, and trackways.

3.2.4 Non-Designated Heritage Assets

Assets and features identified through technical reports produced by Tetra Tech and Historic Environment Records (HERs):

- Prehistoric flint scatters
- Ring ditches and pits
- Romano-British settlements
- Field patterns and hedgerow
- Artefact scatters
- Medieval moated sites
- Fishponds
- Ridge and furrow
- Deserted villages at King's Hill
- Post-medieval farmstead
- Quarries and industrial features.

Collectively, these non-designated assets provide evidence of past land use and settlement patterns. The allocated site itself contains no known non-designated assets or archaeological deposits of greater than low sensitivity, though there remains a possibility of unidentified features, most likely related to medieval and later agricultural activity such as field boundaries and plough soils.

In addition, non-designated buildings that positively contribute to the site's character showcase characterful features, such as red brick walls, gables, grey slate roofs, large front gardens and farmstead arrangements.

Heritage Key Considerations

- Safeguarding of Grade II listed structures and minimising the impact on the setting of structures, caused by new development.
- Protecting the setting with an appropriate offset and sensitive development
- Safeguarding land on and around the Scheduled Monument.
- Conservation area to inspire and provide design cues for built form.
- The character of rural typologies, such as cottages and farmstead buildings to provide design cues to inform built form, boundaries, setbacks, roofscape and layout.
- Complimentary materials to reflect local character.

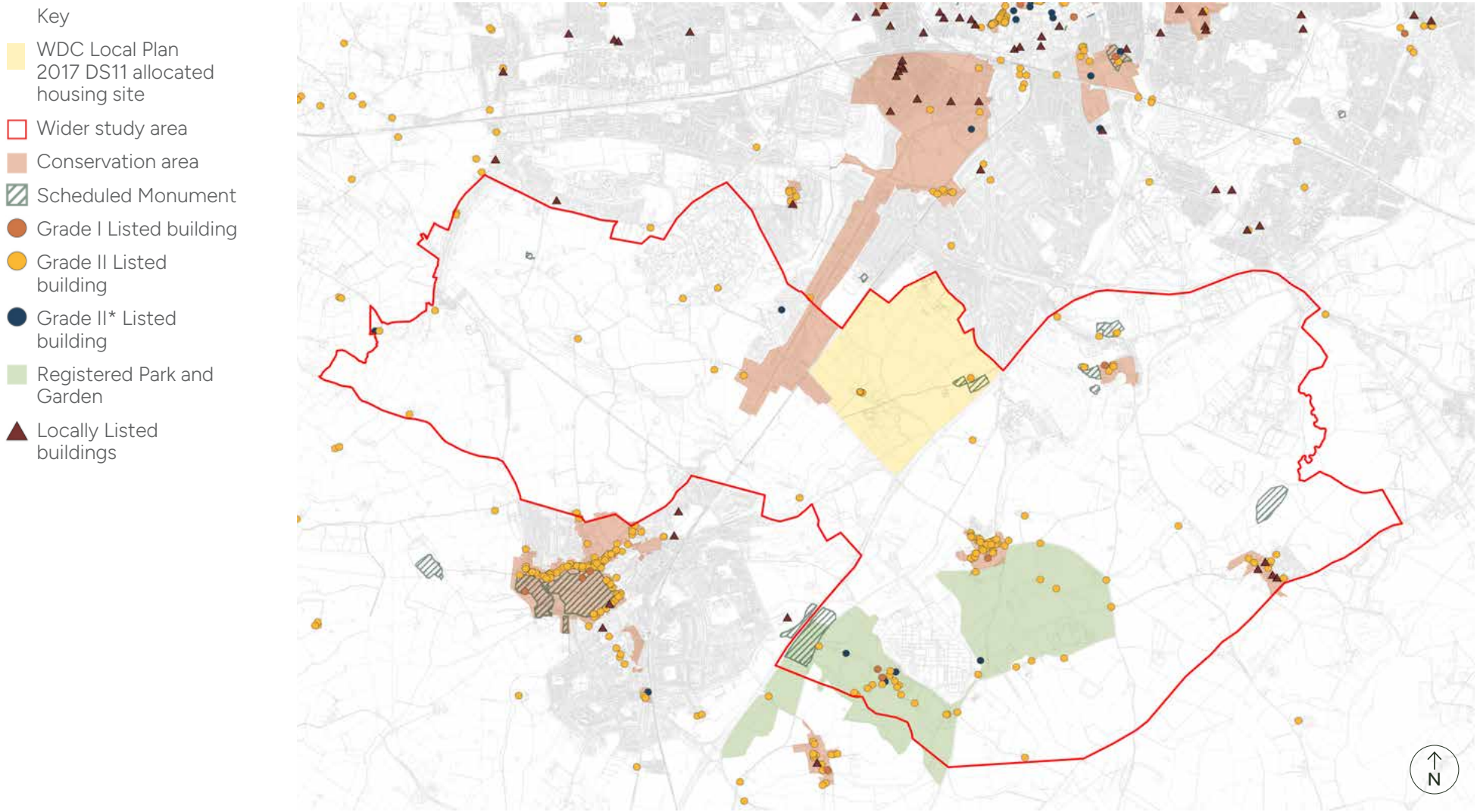
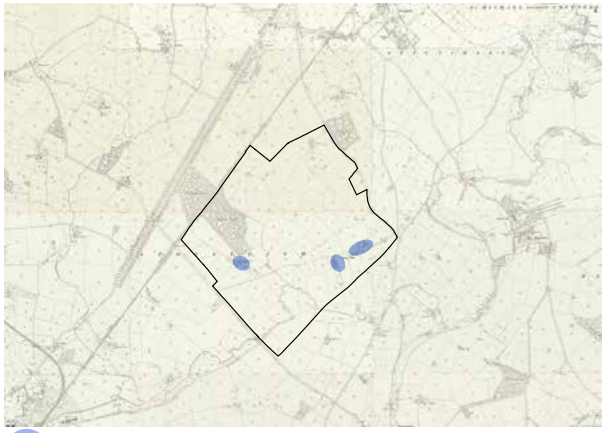


Figure 16 Heritage and Archaeological features plan, adapted from Tetratech study (2023) addressing the wider South of Coventry/North of Kenilworth area

3.2.5 History and Origins

Historically the surrounding area of King's Hill Lane was rural farmland with scattered farmsteads. Major changes in the 20th century are influenced by transport and post war development.



Key areas of changes indicated in the timeline

Figure 17 OS 25 Inch, 1892-1914

The landscape is dominated by open farmlands and hedged fields. Field boundaries are precisely surveyed, and King's Hill exists as a rural track. There is no significant growth in built form except for a few expansions to farm buildings from previous decades. Early drainage ditches are visible within the landscape. The Coventry and Leamington branch of the train line remains a major landmark in the region.

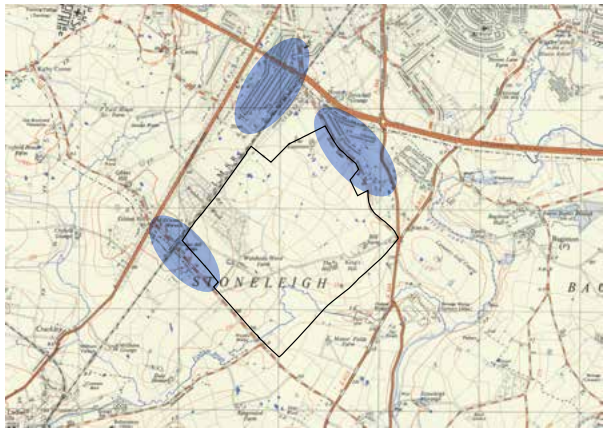


Figure 18 OS 1937-1961

Early influence of growth within the infrastructure is evident through straightening and widening of roads for motor transport. Development on utility features for sewage and electricity is evident with growth in post war housing population. Loss of Stivichall Woods to accommodate housing shows a major change in the landscape character.

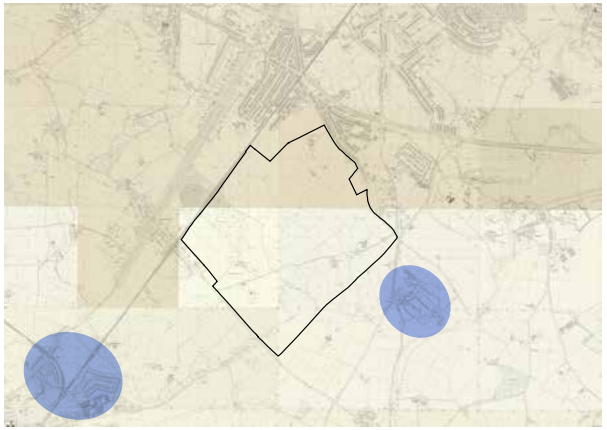


Figure 19 OS 1948-1975

Noticeable infrastructure growth with formalisation and expansion of roads connects expanding residential neighbourhoods. Landscape remains rural with expansion, due to the mechanisation of farms and farm access tracks. Major growth at the facilities and infrastructure of the water works site. Expansion from the direction of Kenilworth is apparent in the housing neighbourhoods.

1880-1890s

Predominantly rural farmland, with visible medieval earthworks, including house platforms, ridge and furrow, and trackways associated with the deserted medieval village of King's Hill

1900-1910s

By the turn of the century the historic landscape pattern persisted: fields, paddocks, and medieval earthworks still clearly visible. Minimal built expansion and a largely agricultural setting.

1920-1930s

Continued rural character, with King's Hill Lane functioning mainly as a local track/road through fields. Medieval village remained apparent in earthwork form.

1940-1950s

Coventry saw major WWII changes, the King's Hill Lane area's historic records show no significant new features, and earthworks remained intact.

1960-1970s

Formalisation of road infrastructure and residential growth seen over the past decade, though significant suburbanisation, and Coventry's broader post-war reconstruction.

1980-1990s

Archaeological monitoring continued. Infrastructure improved regionally, with Kenilworth Bypass opening in the 70s.

2000-2010s

Scheduled Monument status reinforced restrictions on development. King's Hill nursery opens within the site, introducing new build form and land use. King's Hill site allocated housing site within WDC Local Plan 2017.

2020s

Significant HS2 activities carried out in the region and improvements to the Kenilworth Bypass. Adopted SPDs guide the development growth and quality.

Figure 20 Historic Timeline of King's Hill

3.3 Movement

The site is well connected by road to a range of facilities, however, roads and railway lines currently sever pedestrian connectivity.

3.3.1 Pedestrian and cycling network

There are currently limited footways along Stoneleigh Road. King's Hill Lane is the only publicly accessible route, it does not have a dedicated footway, and the shared carriageway is of variable width with no street lighting.

The closest segregated shared-use path to the allocated site is the local cycleway of Kenilworth Road and Kenpas Highway A45. The National Cycle Network route 52, situated to the west of the allocated site, locally connects the University of Warwick to Kenilworth.

The Coventry Way, a long-distance 40km walking route, loops around Coventry. It runs close to the south of the site and can be accessed close to the Stoneleigh Road and Kenilworth Bypass junction. Connectivity to the south is limited, an underpass exists to the south under the A46.

3.3.2 Street Hierarchy

The A46 is a 3 lane carriageway near the King's Hill Lane junction, accommodating high volumes of traffic. It provides a direct connection between Coventry and Leamington. Stoneleigh Road Interchange provides access onto the A46 from the allocated site through Stoneleigh Road.

The A45 is a two-lane dual carriageway providing east-west connectivity between Coventry and Birmingham. St. Martins Road connects King's Hill Lane to the A45. It is a single-carriageway road with a 40mph speed limit.

The local road network, primarily Stoneleigh Road/Gibbet Hill Road and Kenilworth Road/ Coventry Road corridor, provides alternative routes between Kenilworth, Leamington, Coventry, and the University of Warwick.

Green Lane, immediately north of the allocated site, is a single carriageway with access to major local facilities such as schools and a medical centre. The majority has a 20mph speed limit, which increases to 30mph to the south of Finham Park Primary School.

King's Hill Lane runs east-west, within the allocated site, and is the existing primary access into the site. Two access points are located, one off Green Lane and another off Stoneleigh Road. It is a narrow, rural road with variable widths, it features existing drives to private properties.

3.3.3 Transport Accessibility

Rail - The Leamington Spa to Coventry line runs parallel to Kenilworth Road and adjacent to the allocated site boundary. The closest train stations to the site are Coventry and Kenilworth. The single-track line carries both passenger and freight line services.

Bus - The bus service operating along Green Lane is the closest facility serving the allocated site. Bus number 9 runs from Green Lane to the University Hospital Coventry via Coventry Station. The majority of the allocated site is not covered under 400m of a bus stop catchment area, and alternative active travel options could be introduced.

Movement Key Considerations

Potential to improve:

- Footpaths and cycle routes, including footpaths along Stoneleigh Road.
- Pedestrian crossings surrounding the site.
- Connectivity to the university.
- Access junctions from Green Lane and Stoneleigh Road.
- Connect to the existing bus network.

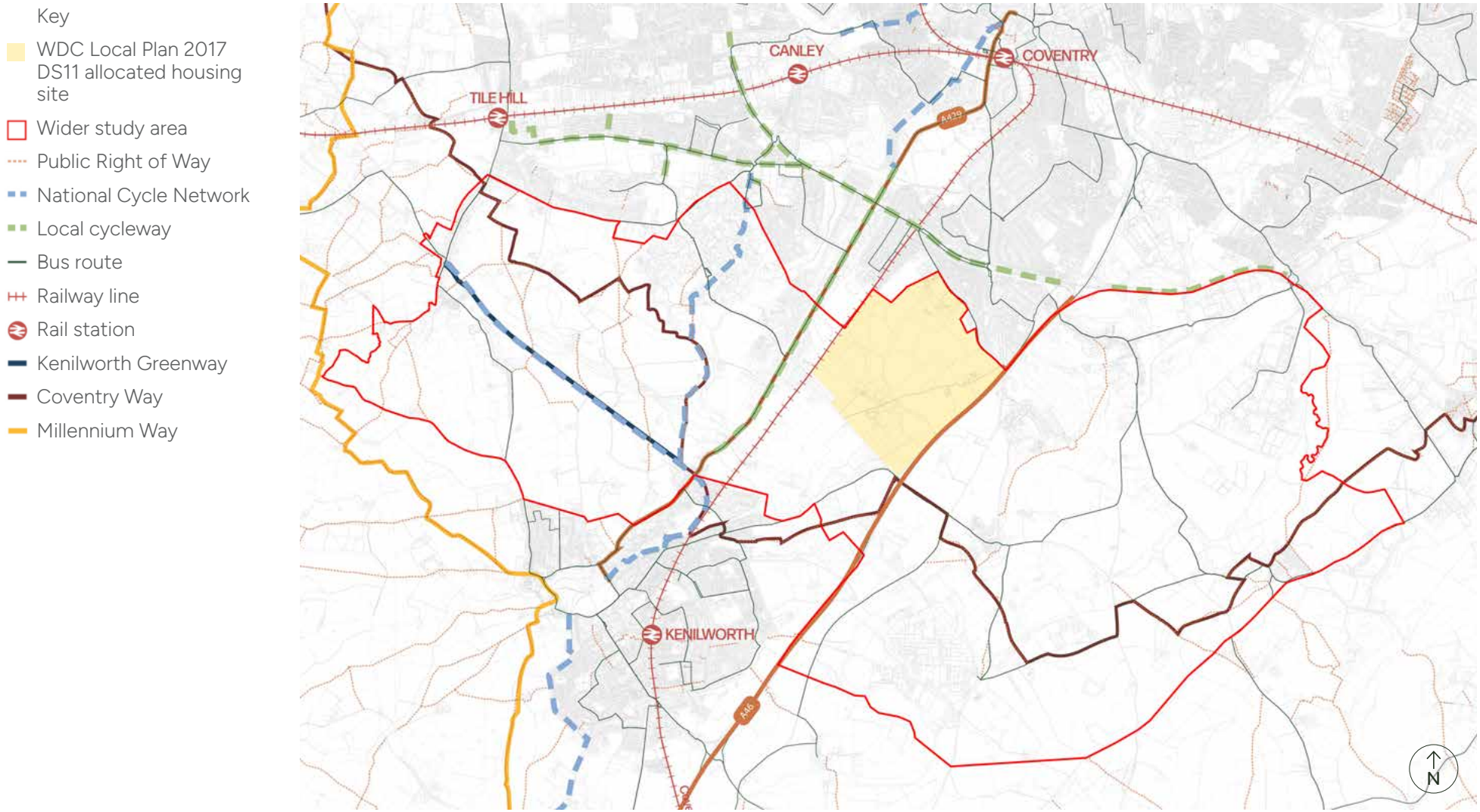


Figure 21 Plan illustrating key movement and public transport network local to the site (Source Image: Tetratech)

3.4 Future Infrastructure Plans

It is essential to understand the future infrastructure plans surrounding the site, to ensure the masterplan at King's Hill Lane aligns with its future ambitions and plans.

3.4.1 Future Infrastructure Plans

The most important feature with respect to the allocated site is the programmed cycle and walking routes, set out within the Warwickshire Local Cycling and Walking Infrastructure Plan (WLCWIP).

The outline application features proposals for King's Hill Lane, which includes a new or upgraded footway and cycle track adjacent to the road, and a path/cycle track through open space and crossing. A potential river corridor will feature active travel routes that follow Finham Brook towards the south of the allocated site, which would improve active travel through the site and wider area.

3.4.2 Road

Proposals for the multimodal transport corridor option, linking the A46 Stoneleigh Junction with Westwood Heath Road, will alleviate pressure on the A45 and are under consultation. These are critical local road congestion issues and insufficient provision for alternative modes of transport (active and public transport infrastructure) within the Westwood Heath and Gibbet Hill areas of south Coventry. Building on work undertaken by Warwickshire County Council, there is potential to deliver a multimodal transport corridor linking Westwood Heath Road to the A46 Stoneleigh Junction (with preference for active and public transport infrastructure to be strongly prioritised). Such a corridor could unlock longer term growth opportunities for the University of Warwick and provide additional connectivity for sites like King's Hill Lane, and other potential growth locations allocated through the South Warwickshire Local Plan. It is important therefore that the masterplan accounts for such future opportunities.

3.4.3 HS2

Potential highway improvements have been identified in connection with the ongoing construction of HS2 rail line. The current works include the delivery of a new bridge over the carriageway, situated south of the Stoneleigh Interchange, to accommodate the future HS2 rail line. This represents the nearest point of intervention, which is located approximately 1 km south of the allocated site.

3.4.4 Heavy Rail/Very Light Rail

The heavy rail plans at Warwick Stoneleigh Road, transport interchange, involve the construction of a major compound along the A46 near Stoneleigh, expected to be completed by 2028. There is an aspiration to deliver bus-based park and ride, very light rail connectivity, with additional potential to deliver an interchange for active travel.

The Coventry Very Light Rail (CVLR) aims to create an affordable, low-disruption, battery-powered light rail system for Coventry and other medium-sized cities. If the project progresses, future expansion of the network could connect the Gigapark with Warwick University, passing close to the southern border of the site, with a key transport interchange highlighted on the map opposite as 'Potential Coventry South/ UoW Interchange '.

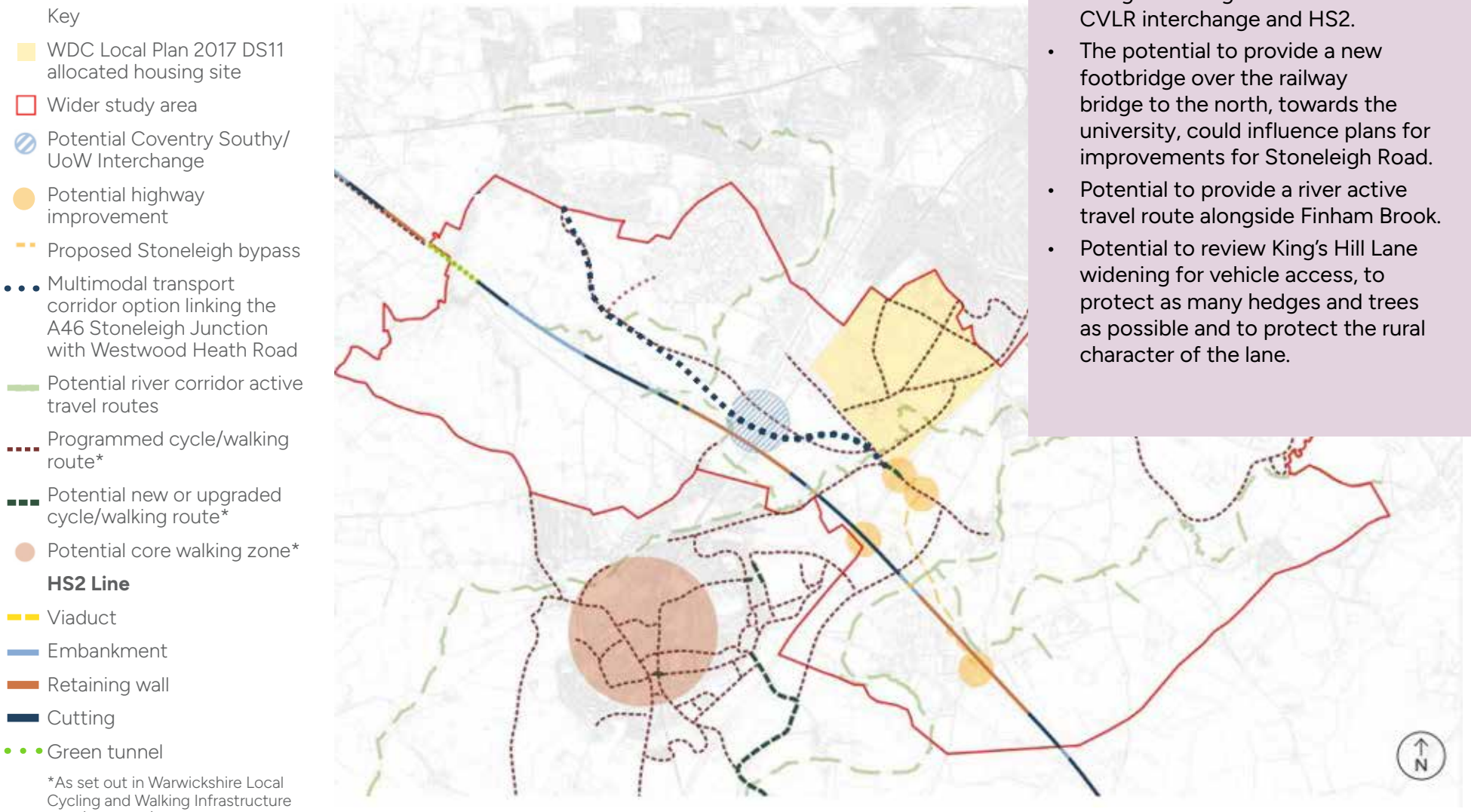


Figure 22 Plan illustrating future plans for movement and public transport plan (Source Image: Tetratech, WDC)

Future Infrastructure Key considerations

- Potential for pedestrian crossings along Stoneleigh Road to connect to CVLR interchange and HS2.
- The potential to provide a new footbridge over the railway bridge to the north, towards the university, could influence plans for improvements for Stoneleigh Road.
- Potential to provide a river active travel route alongside Finham Brook.
- Potential to review King's Hill Lane widening for vehicle access, to protect as many hedges and trees as possible and to protect the rural character of the lane.

3.5 Land Use and Local Amenities

The site is predominantly agricultural fields and buildings, with several dwellings situated along King's Hill Lane.

Leasowes Garden Nursery, King's Hill Lane Nurseries, a small commercial building, Hazel Tree Barns, with a salon and Senior Care offices are situated within the allocation boundary.

3.5.1 Local Amenities

The closest location of local services is a parade of shops with a convenience store, post office, chemist and takeaway on Green Lane. Further along St Martin's Road towards Stivichall roundabout, there is a Premier Inn, a steakhouse and a BP petrol station with electric charging points within 500m from the allocated site boundary. Other local amenities include:

- Green Lane Medical Centre is located to the northern edge of the allocated site.
- Finham library is within a 10-minute walk from the King's Hill Lane access point through Green Lane
- King's Hill nursery and Alf's Cafe are located within the allocated site on the King's Hill Lane.
- The nearest supermarkets are within a 10-minute drive, including Asda at Daventry Road and the Aldi and Tesco Superstore at Cannon Park Shopping Centre.

3.5.2 Education

Finham Primary School and Finham Park Secondary School are located on Green Lane, adjoining the northern and eastern boundaries of the site. In addition, eight other primary schools are located within 3km of the site. Bishop Ullathorne Catholic Secondary School is located within 2km of the site. Whitley Academy and Kenilworth School and Sixth Form are located within 4km of the allocated site.

3.5.3 Open Space, Play and Recreation

The Alvis Sports and Social Club and playing field are located to the east of the site, along Green Lane. Finham Green and The Field are the closest open green spaces, there are no equipped play facilities in these spaces.

3.5.4 Open Space

There are no designated parks or gardens within the allocated site, due to the nature of the site, containing open agricultural fields. Residents from the local area may likely use parts of the site informally for walking and dog walking. In the area north of Finham Primary School, desire lines can be seen in the field parcel.

There are several open spaces in the area, including:

- Wainbody Wood is within the allocation boundary but is within private land ownership and is not accessible.
- The War Memorial Park in Cheylesmore (approx. 20-minute walk from the northern edge of the site).
- The Vale in Cannon Park is approximately a 30-minutes' walk from the northern edge of the site.
- Tocil and Gibbet Hill Wood is approximately a 25-minute walk from the southern edge of the site.

Land Use and Amenities Key Considerations

- Enhance connections to surrounding local facilities.
- Potential for new community facilities and schools.
- New accessible play parks to benefit the new and existing community.
- There is a deficit of sports facilities such as 3G pitches, Rugby Pitches, in the local area. There is an opportunity to provide these sports facilities within the masterplan.
- Opportunity to provide senior living accommodation to ensure intergenerational living options.

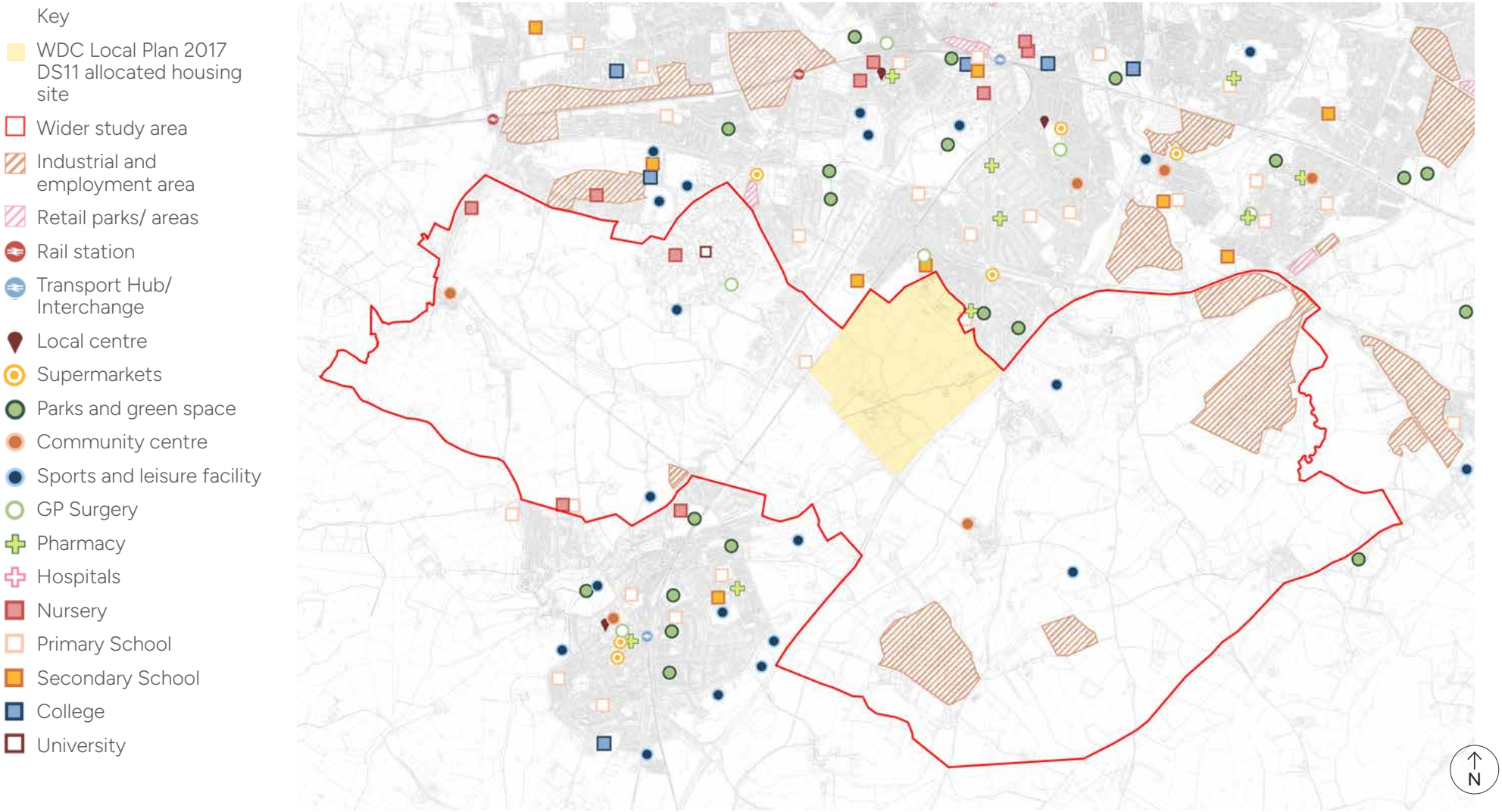


Figure 23 Local facilities plan (Source Image: Tetratech)

3.6 Landscape

3.6.1 Landscape

The site and surrounding landscapes to the northwest and south, lie within the Arden Parklands Landscape Type, defined by the Warwickshire Landscape Guidelines (November 1993).

The site and surrounding landscapes to the northwest and south, lie within the Arden Parklands Landscape Type, defined by the Warwickshire Landscape Guidelines (November 1993).

The site is broadly consistent with the overall character and qualities of an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees. However, the roads, railway and Coventry settlement also exert urbanising influences on the site and modify local tranquillity.

In February 2016, WDC published a report on the sustainable landscape planning of future urban expansion options. This highlights the potential to retain significant landscape elements and green space within development on the site, supporting a successful transition from urban to rural areas. Further landscape considerations, important to creating distinctive character and strong identity in the masterplan, are the integration of the principal drainage pattern into a network of multifunctional green infrastructure; ensuring ecological corridor linkages by retaining woodland with landscape buffer zones, within greenspace networks; the integration of landscape assets such as ponds, tree and hedgerows; allowing topography to inform distinctive and unique

Landscape Character Key Considerations

- Create distinctive character and strong identity in the masterplan.
- Integration of the principal drainage pattern into a network of multifunctional green infrastructure.
- Ensuring ecological corridor linkages by retaining woodland with landscape buffer zones, within greenspace network.
- Integration of landscape assets such as ponds, tree and hedgerows.
- Topography to inform distinctive and unique spatial design, with sensitive development around King's Hill.
- Landscape buffers adjacent to busy roads.
- Provision of a range of connected open spaces.
- Integration of native hedge planting, hedge trees, small copses and riverine habitats.

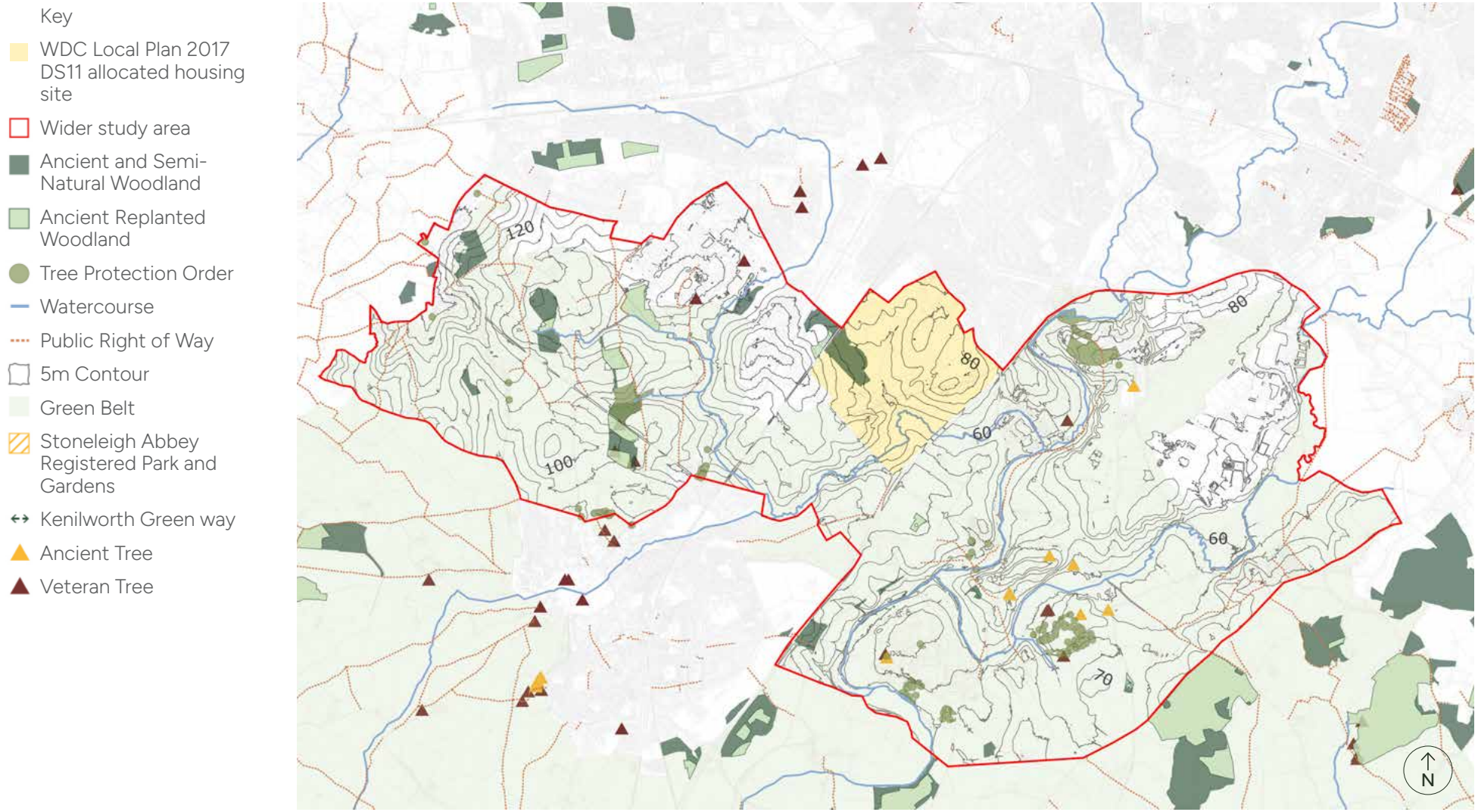


Figure 24 Existing landscape features plan (Source Image: Baseline and Contextual Appraisal, North of Kenilworth / South of Coventry Masterplan Framework Area (September 2023) Tetratech)

3.6.2 Landscape and Visual Impact

The landscape and visual impact assessment (LVIA) prepared as part of the Environmental Statement for the King's Hill Lane Park Outline Planning Application (W/188/0643) sets out the character of the site in detail. This describes intervisibility from elevated slopes in the site, with the settlement, including the spires of Coventry Cathedral, and with the wider rural landscapes to the south. The site's fields are enclosed by hedgerows with some hedgerow trees. A few hedgerows across King's Hill are species rich. Finham Brook is lined by small areas of woodland and has a strong sense of place.

A number of ponds surrounded by vegetation are also present around the site. Existing built form on the site includes farm buildings and cottages, including two listed buildings, mainly focused along the hedge-lined single track. The scheduled monument is not marked although areas of ridge and furrow are visible here. This, and the properties contribute to the time depth and sense of place of the site.

The LVIA shows that views toward the site from the northwest and northeast, are limited by the existing neighbouring settlement. To the southwest and southeast, landform limits potential visibility of the site to around 2km distance. Zone of Theoretical Visibility (ZTV) drawings were also prepared for development on the application site, and for additional development in the north and south. There are limited differences in the ZTV for the application development alone compared with the additional development areas to the north and south. All ZTVs show that the main areas from which the development would be visible are within the site itself, and from surrounding undeveloped areas up to 1km, to the northwest and south. Between 1km and 2km distance, the ZTV show reduced areas of potential visibility of the application development and additional developments.

The LVIA concluded no significant residual landscape effects beyond the site itself, and significant effects for a limited number of visual receptors within and surrounding the site. This is based on the existing settlement edge context to the site, and visual containment by topography and vegetation. The LVIA notes that many new areas of planting throughout the scheme combined with retained vegetation, would mitigate the landscape and visual effects with time. However, the avoidance and mitigation of notable landscape and visual effects will remain important considerations in the detailed designs for built form and landscape areas of the scheme.

Landscape and Visual Impact Key Considerations

- The masterplan design should respond positively to the baseline landscape character, a requirement of meeting Policy NE4 of the WDC Adopted Local Plan.
- Development to the northwest and northeast should respond to the existing settlement edge.
- Development to the southwest should respond to the enclosed character and well-treed valley side, as well as the conservation area and adjacent Green Belt.
- Development at King's Hill responding sensitively to its greater visibility from the rural areas to the east.
- A sensitive response is required to the Finham Brook, and retention of green infrastructure along it, linking across the site.

Figure 25 Photographs show various views from King's Hill Lane

3.7 Nature

King's Hill Lane is defined by a strong network of natural assets, with Wainbody Wood and Finham Brook forming the ecological backbone of the site.

These assets are supported by a mosaic of hedgerows, mature trees, waterbodies, and grasslands, providing habitat connectivity and biodiversity value across the wider landscape. Figure 26 illustrates the sites existing nature assets.

3.7.1 Ecology

Local Wildlife Site (LWS) designated as 'Wainbody Wood & Stivichall Common, Kenilworth Road Spinney' LNR, also designated as 'Wainbody and Kenilworth Road Woods' Local Wildlife Site (LWS) is listed in English Nature's Ancient Woodland Inventory.

The site features mixed broadleaved ancient semi-natural woodland (Wainbody Wood), bisected by the railway. It has a variety of trees and a well-established shrub layer present in most places. In the northern part of the woodland, drainage is impeded, resulting in invaluable wet wood conditions. A variety of invertebrates, fungi and birds were recorded.

3.7.2 Habitats

Identified Important ecological features within the allocated site are marshy grassland, scattered mature trees, hedgerows, and trees, broadleaved semi-natural woodland, watercourses (Finham Brook), bird assemblage, bat assemblage, otters, badgers, and Great Crested Newts.

There are various notable wildlife habitats throughout the area.

3.7.3 Watercourse

Finham Brook is an important wildlife corridor featuring various habitats, including improved and semi-improved grasslands and tall herbs. Several veteran trees are present on the brook bank.

Nature Key Considerations

- 50m buffer and offset surrounding Local Wildlife Site (LWS) Wainbody Wood.
- 15m easement around Finham Brook.
- Enhancements to ecological corridors, connections to wider ecology network.
- Repair and gapping up of hedgerows.
- Easements from TPOs, hedgerows and tree groups.
- Easement from Finham Brook and dry ditch
- Protection of habitats within the site.

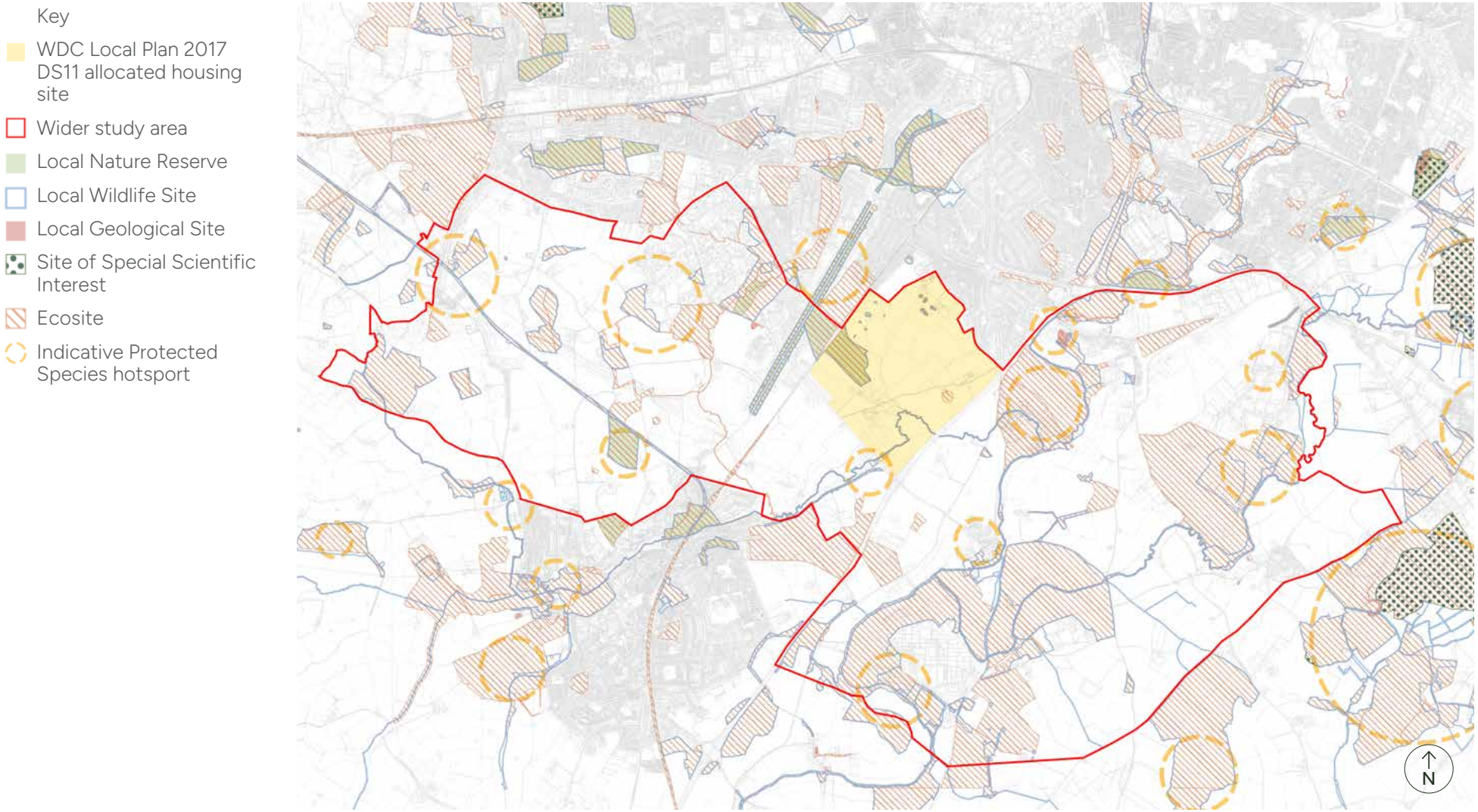


Figure 26 Existing nature assets plan (Source Image: Tetratech)

3.8 Hydrology

Elevations on the site slope down to the Finham Brook, a designated 'Main River' and main hydrological feature of the area.

A tributary of the Finham Brook, referred to as the Finham Brook Tributary, runs through much of the northern portion of the site. During storm conditions, surface water flows would follow topographic direction and flow towards the Finham Brook or its tributary.

The flood risk from a range of sources, including fluvial and surface water, needs to be considered and addressed through the masterplan.

3.8.1 Flood Risk and Waterways

The Finham Brook and its tributary are the most significant watercourse features within the allocated site. Finham Brook, a tributary of River Sowe, flows in a general north-easterly direction before discharging into the River Sowe at the Severn Trent Water Finham Sewage Treatment Works. Additionally, there is a series of small ponds located across the Application Site.

The risk of fluvial flooding across most of the study area is considered to be low. However, areas adjacent to the Finham Brook have been designated as Flood 2 and 3. A flood model for the Finham Brook and its tributary demonstrates flood risk along the tributary under design conditions (i.e. including climate change). Development, including the placement of SuDS, would not be permitted within these high-risk areas.

The risk of surface water flooding across most of the site is considered very low. However, there are several high-risk surface water flow pathways through the site which should be set as open space within the scheme.

There is a 1350mm diameter combined sewer that runs across the allocated site, which is fed by a 675mm diameter combined sewer on the western side of the Application Site and a 375mm diameter foul water on the eastern side of the Application Site. While these are unlikely to result in significant flooding buildings should not be located over or within a 3m easement to either side of these features or subject to agreement these features could be diverted along roads or other open corridors within the scheme.

Other sources of flooding including tidal, groundwater and infrastructure failure, are considered to be low risk.

Hydrology Key Considerations

- Appropriate easement along Finham Brook and along the Finham Brook Tributary.
- Flood compensation to accommodate new bridges over the Finham Brook and its tributary.
- Accommodation of existing surface water flow pathways through the site
- Adequate space for SuDS outside of areas of fluvial flood risk
- Integration of SuDS at both plot and site-wide scales, considering the amenity and biodiversity benefits.
- Development proposals, including play areas, to avoid building over existing sewers easements.

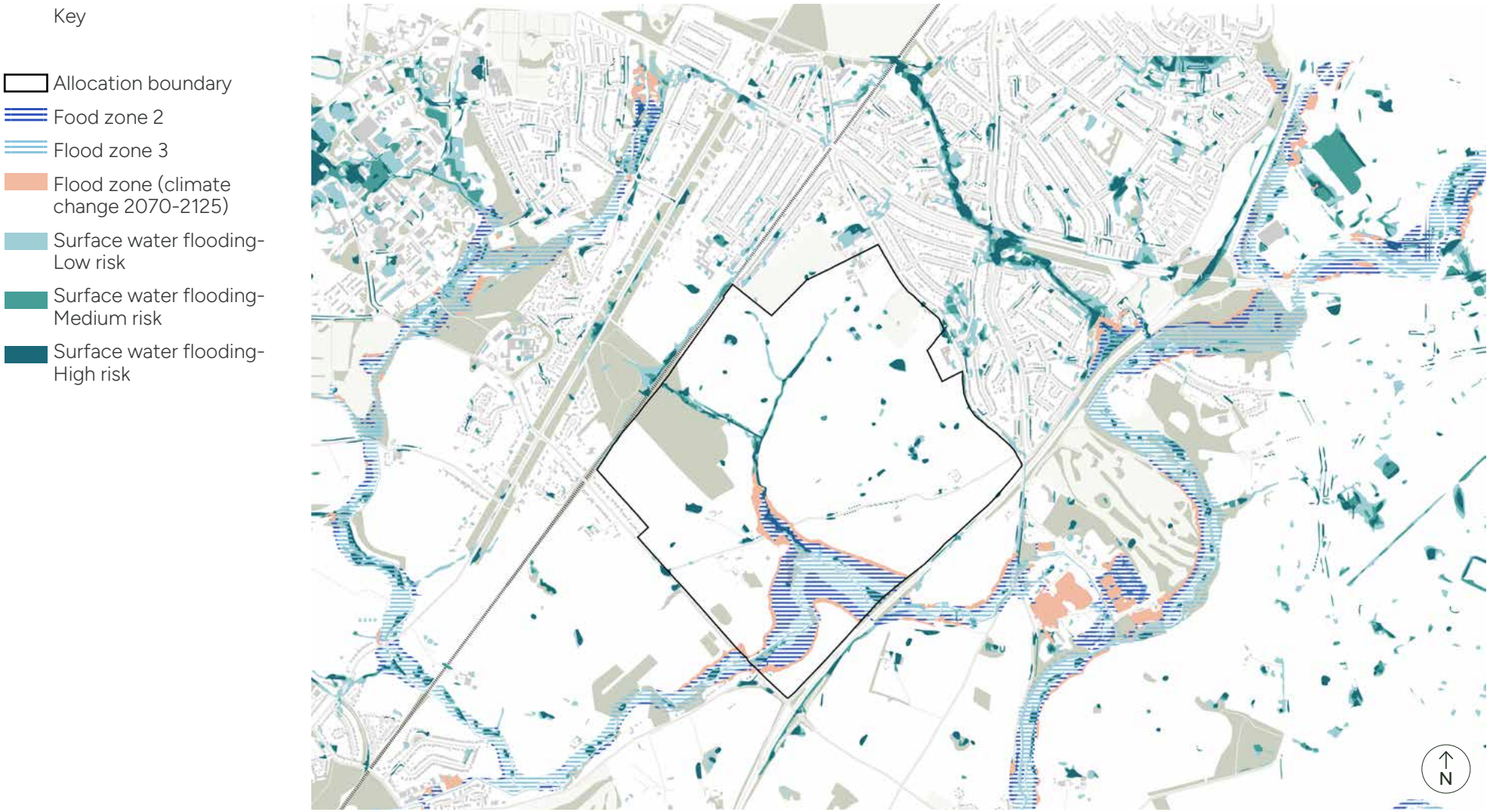


Figure 27 Fluvial and surface water flooding map (source environment agency)

Site analysis is a crucial step in achieving good design. Identifying the site's environmental and technical constraints underpin the masterplan, and highlights key challenges and opportunities.

4. Constraints & Opportunities

4.1 Key Constraints

A review of previously completed constraints and technical assessments has been undertaken to inform a summary of the site's key technical constraints.

Figure 28 illustrates the location of the site's key constraints. The following provides a summary of constraints by theme:

4.1.1 Air Quality

The A46 road corridor could potentially contribute to reductions of air quality. A 'stand-off-distance' from the A46 to the nearest residential dwellings could limit potential exposure from increases in road traffic-related pollutants. With respect to current and future national air quality objectives, there is scope for further detailed assessments.

Finham Wastewater Treatment Plant (WWTP), operated by Severn Trent, is located within 200m of the site to the east. Stakeholder engagement with Severn Trent would be prudent to further understand if there is a 'cordon sanitaire' policy in place, which would impact the proximity of new development parcels.

4.1.2 Land Quality

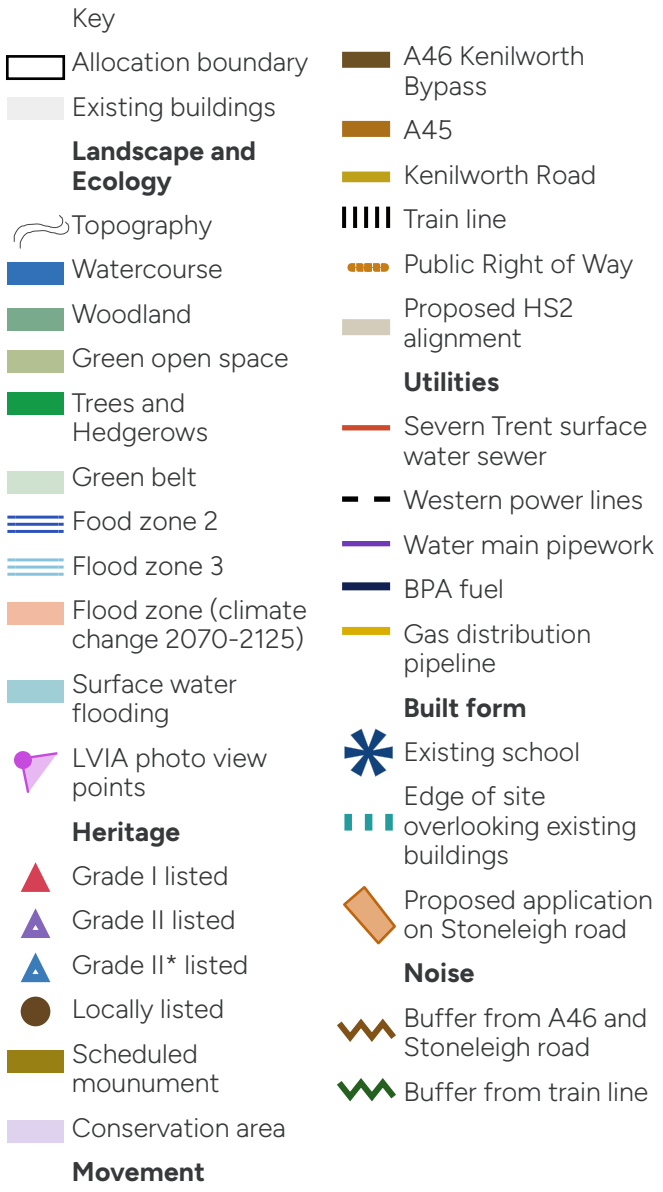
No significant constraints. Known hotspots of contamination were identified during previous ground investigation works across the original masterplanning area, requiring further investigation.

Available Ordnance Survey map data indicates several potential discrete areas of artificial ground (infilled historic ponds) which may present a contamination and/or ground instability risk without prior investigation and, where required, remedial works.

The presence of groundwater abstraction wells and associated source protection zones located at the northern extent of the masterplanning area will require a level of mitigation measures in place during construction activities to ensure the corresponding aquifer(s) are suitably protected.

4.1.3 Access

The proposed St. Martins Road roundabout access junction may be difficult for pedestrians and cyclists to negotiate. There is potential for on-street parking to block Green Lane accesses during school drop-off and pick-up times. King's Hill Lane is currently subject to a 60mph speed limit and has no active travel infrastructure. Some access to properties will need to be retained and managing conflict will need to be considered carefully. There are existing hedgerows along either side of King's Hill Lane which, in places, may constrain visibility for pedestrians, cyclists and car drivers.



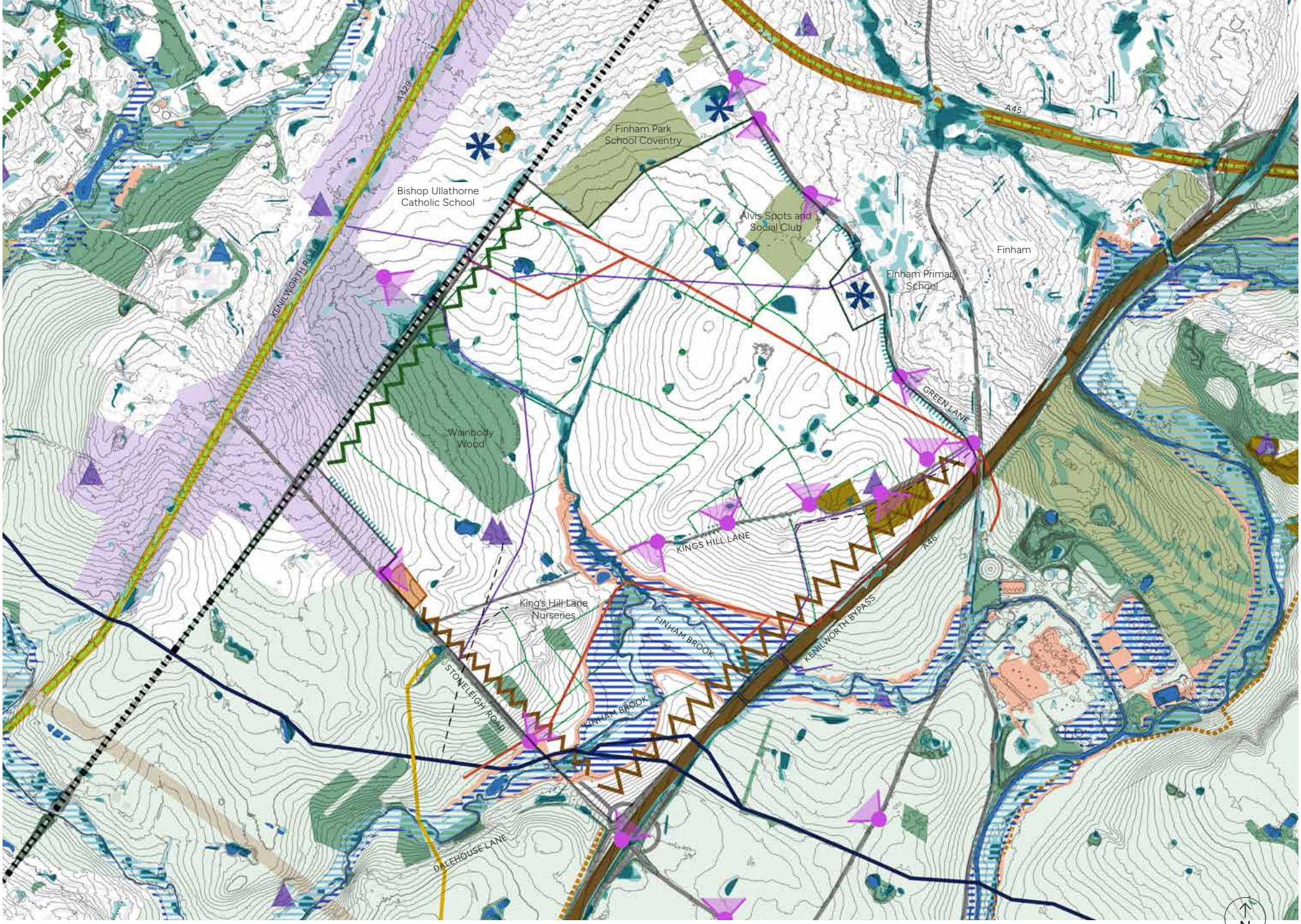
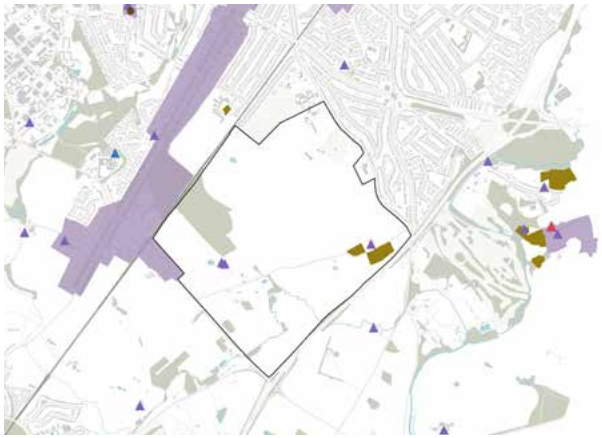


Figure 28 Composite site constraints plan



4.1.4 Heritage and Archaeology

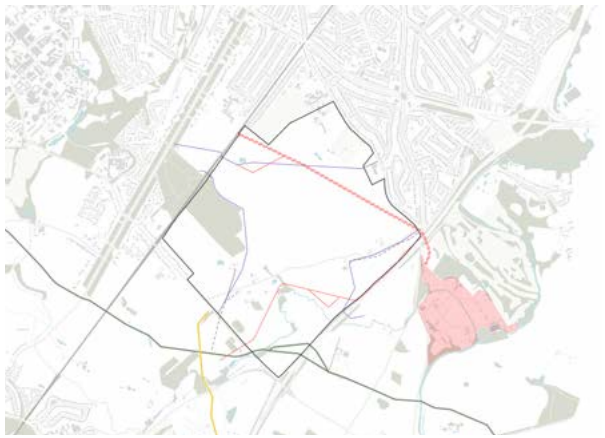
A Local Geological Site (LGS), King's Hill Boulder Part LGS is a large glacial erratic boulder, historically important for understanding glacial processes in Warwickshire. It was formerly a geological SSSI but now de-scheduled. It is located near King's Hill Farm.

There are several listed buildings along King Hill Lane, the Scheduled Ancient Monument, the ancient village of 'Kings Hull', which is a deserted village, Kenilworth Conservation Area is located to the east of the site.

4.1.5 Hydrology

Finham Brook flows through the study area in a generally north-easterly direction before discharging close to the River Sowe at the Severn Trent Water Finham Sewage Treatment Works.

Areas of the site around Finham Brook are in Flood Risk Zone 2 and 3. Modelling for Fluvial and Surface Water Flooding was carried out as part of the Lioncourt application in 2017 and also shows flood risk areas beyond the Flood Zones around Finham Brook and Wainbody Wood.



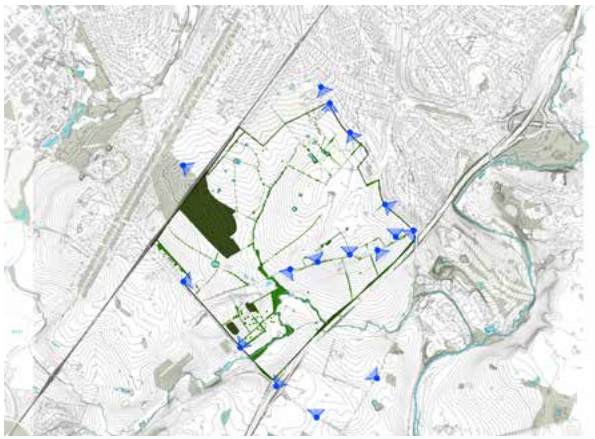
4.1.6 Utilities

1350mm diameter combined sewer that runs across the allocated site, which is fed by a 675mm diameter combined sewer on the western area and a 375mm diameter foul water sewer on the eastern side of the allocation area.

4.1.7 Ecology

The site contains sensitive ecological assets shaping the development layout. Wainbody Wood is an Ancient Woodland and Local Wildlife Site, requiring protection, buffering, and enhancement. Finham Brook is a high-value ecological corridor. Habitats include semi-natural woodland, hedgerows, marshy grassland, waterbodies, and mature trees.

Development must maintain ecological connectivity, provide appropriate easements and buffers, and consider Biodiversity Net Gain requirements, with a particular focus on on-site retention and enhancement of watercourses, ponds, and key landscape features.



4.1.8 Topography and Views

The highest publicly accessible point along King's Hill Lane with elevated, panoramic views.

There are long-range views north towards Coventry skyline and Cathedral spire.

Woodland and tree-lined hills are visible to the east and south-east.

Southern views include the A46 Stoneleigh Roundabout and bridge. Strong visual connection to Wainbody Wood and Finham Brook.

Landform falls gently towards the Finham Brook to the south points King's Hill Lane.

4.1.9 Landscape

The area is characterised as Arden Parklands Landscape Type, an enclosed, gently rolling landscape defined by woodland edges, parkland and belts of trees.

Mature vegetation at the internal and outer boundaries of the site, combined with the undulating landform, creates a high level of landscape enclosure.

Sensitive landscape features include the open, high ground, particularly around King's Hill. Ecological and heritage elements including Finham Brook.

Distinctive features contribute positively to local existing landscape character, distinctiveness and identity:

- Mature trees along King's Hill Lane and Stoneleigh Road.
- Distinctive avenue of trees and field patterns in the southwestern corner.
- Finham Brook, its tributaries, and interplay with the topography of King's Hill Lane.
- Wainbody Wood and the small woodland blocks throughout the site.
- Southeastern area, around Pinham Brook, situated in the Arden Parklands enhancement zone, a priority area for targeting landscape and habitat restoration.

4.2 Key Opportunities

Following the technical and constraints review, key opportunities have been identified across the site and illustrated on Figure 29.

Development on the site should consider the following key opportunities:

- Protect and enhance existing landscape assets, such as existing hedgerows and trees, achieving 10% BNG for additional masterplan areas.
- Potential to retain important landscape features, and creating a dedicated safer pedestrian and cycle access along King's Hill Lane.
- Opportunity to enhance entrances with new gateway development and arrival spaces
- Create vibrant community hubs, with a mix of facilities including shops, schools and parks.
- Deliver walkable and liveable neighbourhoods, with dedicated walking and cycling routes connecting facilities, promoting active travel and reducing reliance on the car for shorter trips.
- Create green spaces for all and a network of accessible parks, located at key activity nodes.
- Provide green corridors to enhance east west movement, active travel, amenity, SuDS, BNG, and landscape.
- Opportunity to mitigate noise from the A46 and railway, with landscape buffers that provide visual screening and an enhanced green buffer.

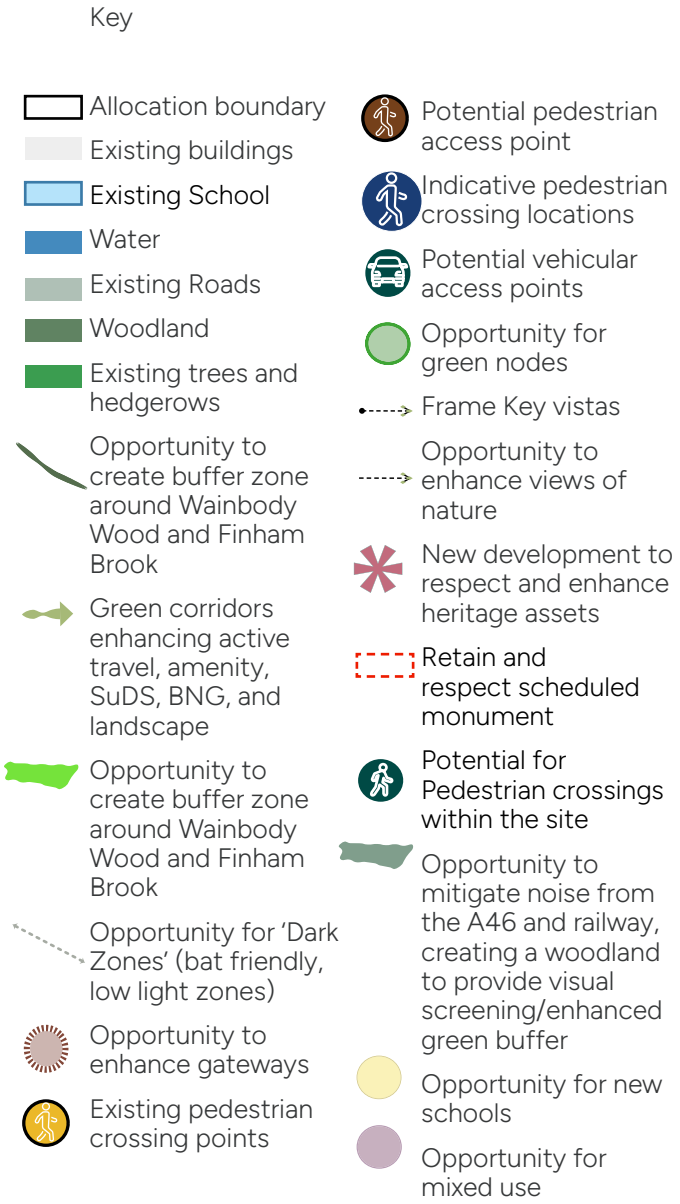


Figure 29 Opportunities plan

4.3 Spatial Design Principles

Spatial design principles have been established to underpin and shape the masterplan. The design principles set out our design priorities for the masterplan and establish our intent for the design guidance and codes.

The principles respond to the landscape, ecology and heritage context, while shaping a connected, people-focused neighbourhood with a strong sense of place.

Together, the principles ensure that development:

- Protects and enhances existing natural and environmental assets
- Creates safe, walkable and well-connected movement networks
- Prioritises people, community and wellbeing
- Delivers a distinctive place with a clear identity and memorable arrival points

The principles work collectively to inform layout, movement, landscape and built form, ensuring a high-quality and sustainable development. Figure 30 illustrates four overarching themes: Preserve, Permeable, Place and People-focussed.

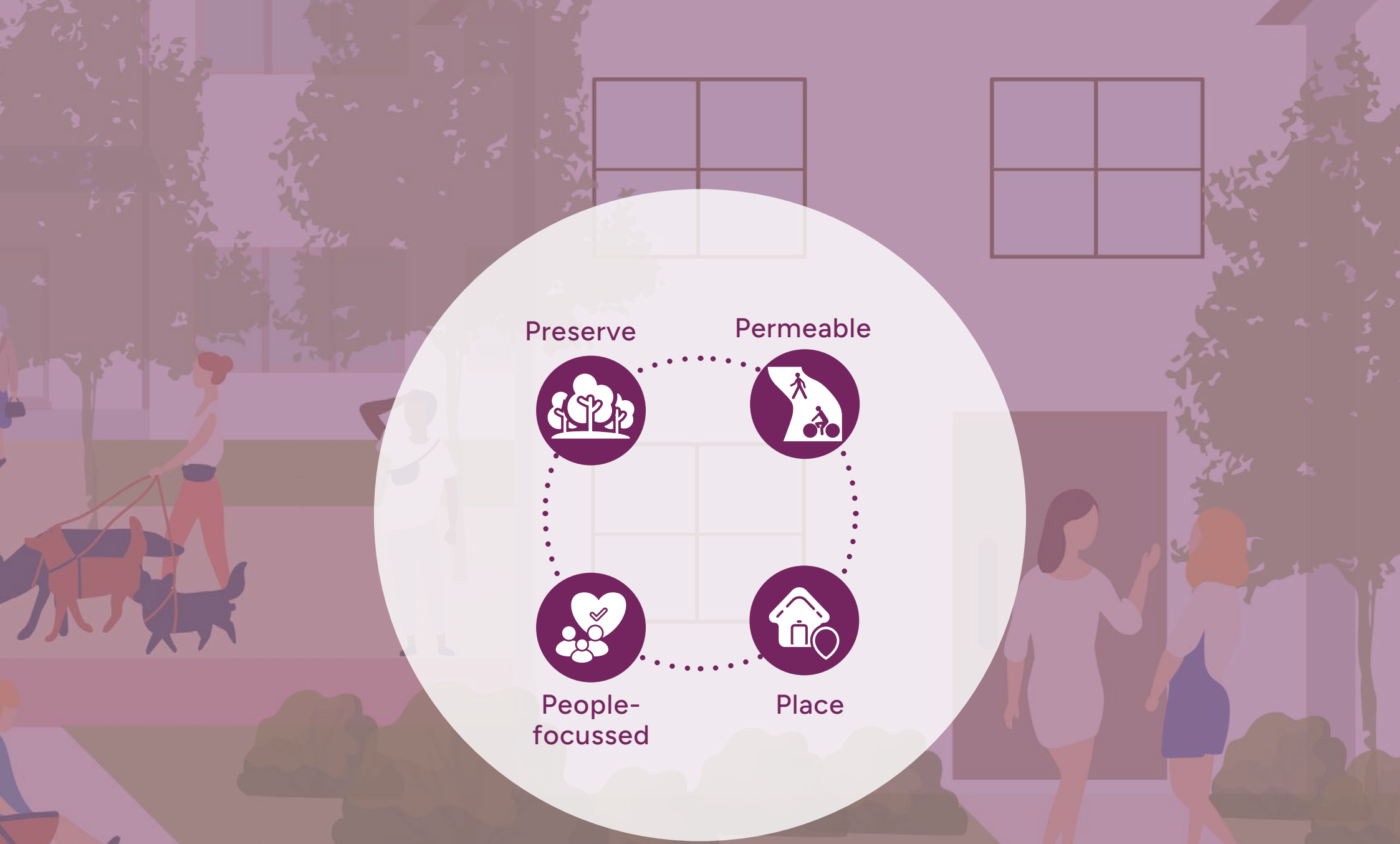
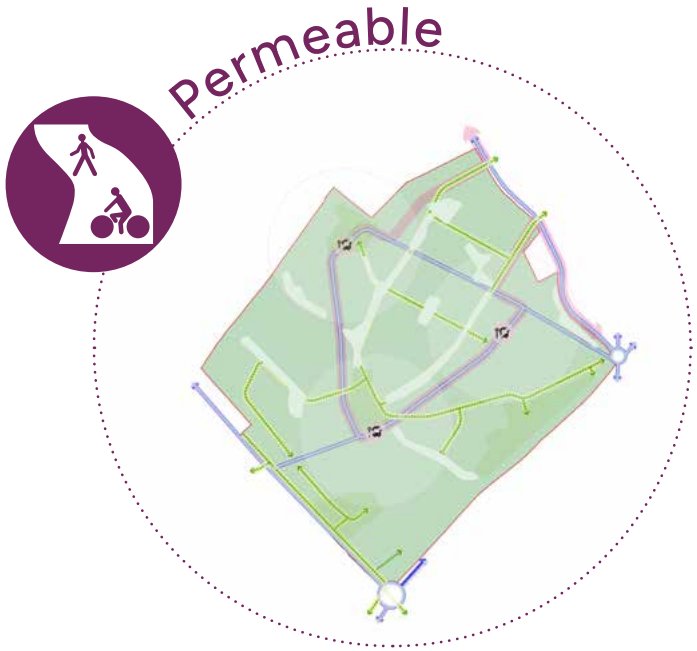


Figure 30 Spatial Design Principles



Protecting Landscape, Ecology and Natural Assets

This principle is about preserving and enhancing high quality habitats within the site:

- Preserve high-value ecological areas and key wildlife corridors, including Wainbody Wood and Finham Brook, with safeguarded land to strengthen connections between them.
- Retain and protect existing hedgerows and mature trees across the site.
- Create new natural parkland areas to maintain openness and enhance wildlife habitats.
- Strengthen planting along site edges to reduce air quality, noise and visual impacts from the A46 and protect the setting of the Kenilworth Road Conservation Area.
- Preserve existing ponds and watercourses and enhance surrounding wildlife corridors, strengthening their ecological and landscape setting across the site.

A Connected and Accessible Neighbourhood

Prioritising connections is a key design driver for the site.

Whilst the railway line along the western edge and the A46 along the eastern edge act as barriers to movement, there is opportunity in north-south movements, prioritising desire lines for pedestrians and cyclists:

- Prioritise strong north–south pedestrian and cycle connections, reflecting key desire lines through the site and introduce a new primary route through the site, designed to accommodate buses and sustainable transport.
- Create new east–west connections that prioritise pedestrians and cyclists, linking neighbourhoods to schools, community facilities and open spaces.
- Upgrade Stoneleigh Road to improve pedestrian connectivity to the local area and ‘A Coventry Way’ 40 mile circular walk accessed from the A46 Kenilworth Bypass/Stoneleigh Road junction.
- Provide new accessible links to existing facilities in the wider area.

Distinctive Character and Strong Identity

This design principle is two-fold, it is about enhancing the arrival experience into the site, to make it welcoming and accessible, but also about celebrating the heritage assets within the site, the scheduled ancient monument and the listed buildings along King's Hill Lane:

- Create an enhanced arrival experience at key junctions into the site, through strong building lines, landmark buildings and varied building heights.
- Establish a heritage corridor along King's Hill Lane, prioritising design which responds to the character and setting of existing farmsteads and residential buildings.
- New nodes - celebrate the new local centres and key junctions, using architecture, built form and landscape to define a memorable and welcoming gateway.
- Frame and enhance long range views and glimpse views to the existing landscape, parks and green spaces.

Creating Inclusive, Healthy Communities

There is an opportunity to create new neighbourhoods, with facilities at the heart of each community including new schools, local centres and neighbourhood parks.

This builds upon the '20 minute neighbourhood' concept, which allows residents to access key services within a 20 minute walk:

- Deliver well-located community hubs that are easy to walk to and clustered for convenience and activity.
- Provide new neighbourhood parks at the heart of each community, encouraging access to open space and views of nature.
- Include allotments to promote local food growing, wellbeing and a strong sense of community.
- Respond sensitively to existing neighbours through landscape buffers, shared parks and accessible green spaces for both new and existing residents.

This chapter provides strategic guidance and design codes for the King's Hill Lane allocation site area which must be adhered to for future developments that come forward.

5. Strategic Codes & Guidance

5.1 Regulating Masterplan

5.1.1 Regulating Masterplan

The regulating masterplan provides a spatial framework that translates the masterplan into specific, implementable structuring principles.

The regulating masterplan, figure 31, defines the:

- Location of land uses
- Access and connectivity
- Street hierarchy and layout
- Arrangement and scale of blocks
- Frontages and edge treatments
- Location and integration of open spaces
- Protection of key vistas and focal points

The regulating plan ensures consistency in form and layout across the development, setting out principles that must be adhered to throughout the design and construction process to maintain the overarching objectives of the masterplan.

5.1.2 Purpose of a Regulating Plan

The regulating plan plays a critical role in ensuring that development is delivered in a coordinated and coherent manner, particularly when land is brought forward by multiple owners or developers. By providing a clear spatial framework, it reduces the risk of misalignment between different parcels of land and ensures that the overall objectives of the masterplan are achieved. It ensures that open spaces are designed to be connected and located to serve the broader community, that facilities are positioned appropriately, and that streets are consistent, legible, and well-aligned. It also helps to avoid awkward juxtapositions in the built form, particularly where boundaries of different ownerships meet, ensuring that building plots, frontages, and edges are seamless. By setting out structuring principles for land use, access, and layout, the regulating plan provides certainty for developers, the local authority, and the community, supporting the delivery of a high-quality and connected urban environment.

5.1.3 Relationship to Design Codes

The regulating plan underpins the design codes by establishing the spatial context in which detailed design rules apply. The design codes guide the appearance, scale, and quality of development, covering standards for built form, density, public spaces, materials, frontages, and the treatment of streets and open spaces. By defining where and how these rules should be applied, the regulating plan ensures that the design codes are implemented consistently and effectively.

5.1.4 A Joined-Up Approach

Together, the regulating plan and design codes create a joined-up approach, ensuring that the development is coherent, legible, and fully aligned with the masterplan vision. This integrated framework ensures that all elements of the development, from streets and buildings to open spaces and the public realm, are delivered to a high standard, resulting in a coordinated, high-quality, and sustainable built environment that reflects the intended character, functionality, and long-term objectives of the masterplan.

The regulating masterplan should be read with the active travel network plan (figure 42), movement framework (figure 43), public open space framework (figure 60), green and blue infrastructure plan (figure 86).

Figure 31 Regulating masterplan

5.2 Introduction to the Design Codes

The following sections expand on the themes outlined in the regulatory plans, providing specific coding and supplementary illustrative material. The following themes are set out:

Identity

Required design response in relation to the local character of the area to ensure development at King's Hill Lane strengthens local character, landscape quality and heritage sensitivity. The theme encompasses elements such as urban grain, boundaries, setbacks and key views. New development must reinforce its rural edge setting, drawing on historic lane patterns, contextual urban grain and clearly defined character areas. Design should respect heritage assets through appropriate scale, buffers and assessment, use locally inspired materials and boundary treatments, respond to topography and views, and create legible, varied neighbourhoods with a strong sense of place and identity.

Built Form

Requirements for three-dimensional arrangements of buildings, blocks, streets and spaces. The theme encompasses elements such as land use, density, heights, landmarks, arrival features and edge conditions. The code establishes strategic built form areas to locate higher intensity and community activity, supported by varied densities, heights and active frontages. Development must respond to landscape, infrastructure, noise constraints and existing context, creating permeable layouts, strong gateways, nodes and landmarks for legibility and placemaking. Clear edge conditions ensure sensitive transitions to countryside, heritage routes and ecological corridors while maintaining distinctive, well-connected neighbourhood

Movement

Requirements for an accessible and easy to navigate place based on the principles of a 20-minute neighbourhood. The theme encompasses elements such as pedestrian and active travel routes, public transport, street types and functions, integration of street trees, SUDS and parking into street corridors. Development must prioritise active travel and public transport, with all homes having safe, accessible routes to facilities, schools and bus stops. A dense, permeable movement network should encourage low speeds and avoid cul-de-sacs. Streets must be legible, inclusive, tree-lined and integrate SuDS. Clear street hierarchies, well-designed gateways, and sensitively integrated parking should create high-quality public realms.

Public Open Space

Requirements for public open space which is proportionate to the size of the new population and conveniently located. The theme encompasses types and functions of open space, play and sports provision, community uses and interfaces with surrounding land uses. Development must deliver policy-compliant open space, evenly distributed and easily accessible, including amenity greens, parks, natural areas, allotments, play spaces and sports facilities. Public spaces should be inclusive, safe and well overlooked, with strong ecological value and clear character. Sports and play areas must meet national standards, integrate buffers to protect residential amenity, and be managed to ensure long-term quality and usability.

Nature

Requirement for ecology to be a primary structuring principle for the development, delivering a landscape-led green and blue infrastructure network with measurable Biodiversity Net Gain (BNG). The theme encompasses principles relating to BNG, protection and integration of existing habitats, character and context, SUDS and key strategic landscape spaces. Development must consider high-value habitats such as Finham Brook and Wainbody Wood and existing ponds, hedgerows and ancient woodland must be protected, buffered and enhanced, with strong north–south ecological connectivity. Development should integrate SuDS, native

Uses

Land uses, facilities and education provision should be distributed to create accessible, safe and socially cohesive neighbourhoods. Principles relate to specific land uses, including mixed-use, education and community facilities, and the expected interfaces between uses. Development must prioritise active, well-overlooked frontages and compatible interfaces between uses. Mixed-use centres should deliver varied building typologies and optimised density. Community facilities must be centrally located and accessible. Education provision must deliver appropriately sized, expandable primary and secondary school sites, safely integrated with surrounding streets, housing and community infrastructure.

Homes and buildings

Requirements to deliver healthy, adaptable and inclusive housing that supports long-term wellbeing. The theme encompasses principles relating to required space and design standards, housing types and specialist housing requirements. Homes must meet national space standards, provide good daylight, ventilation and acoustic comfort, and include usable private and communal outdoor space. Development should be accessible and adaptable for lifetime living, comply with Part M and Secured by Design principles, and integrate storage, refuse and cycle facilities sensitively. A balanced housing mix, including affordable, specialist and older persons' housing, must respond to local needs, with varied typologies and densities integrated throughout the site.

Resources and Lifespan

Sustainability requirements and resources to ensure a comprehensive, place-led approach to delivering a low-carbon, climate-resilient and socially inclusive development. The theme encompasses principles relating to net zero carbon, social value health and wellbeing, all within the framework of the United Nations Sustainable Development Gaols (SDG). Development at King's Hill Lane must align with national policy,

5.3 Identity Design Codes

5.3.1 Identity Design Codes

Identity is clearly defined in the National Design Guide as a key characteristic for a well-designed place. The future development should be complimentary to its surrounding context.

5.3.2 Local Character and Identity

I01 Rural Edge Character

Development must reinforce the sites role as a rural edge to Coventry, with softer built edges, generous planting and lower perceived density adjacent to open countryside and strategic buffers.

I02 Urban Grain

Urban grain should be influenced by the surrounding context. Design proposals must demonstrate how the layout and arrangement is complementary to the surrounding grain and street pattern, by demonstrating enclosure, street widths, and pattern.

I03 Distinctive Character Areas

In future applications, Character Areas should be defined by location and context to ensure new developments maintain a coherent identity.

To create legible neighbourhoods with a strong sense of place, each character area should define:

- Typical building heights and roof forms
- Frontages and streets widths
- Landscape typologies
- Boundary treatments
- A unified material palette

I04 Heritage Design Principles

Development affecting the setting of the Scheduled Monument, listed buildings or conservation areas must demonstrate that it preserves or enhances that setting in the following ways:

- Scale & Proportion - Buildings near heritage assets must respond to historic plot widths, eaves heights, roof pitches and orientation.
- Landscape as Mitigation - Parkland, open space and green buffers must be used as primary tools to protect heritage settings.
- Heritage Impact Assessment (HIA) required where development lies

Kenilworth Example of a varied roof line and typologies clustered to create a varied and rich façade, using red brick and traditional architectural details

Finham Cohesive inter-war terrace characterised by red brick and render facades, tiled pitched roofs, strong eaves line and repeated gables, forming a consistent and legible street frontage to the green

Kenilworth Tudor house creates corner feature, combining white render and black timber, with gable frontage

Figure 32 Above: King's Hill Lane and surrounding areas characteristic materials and architectural features

within proximity of designated or non-designated heritage assets.

- Buffers and open space dimensions to be informed by Heritage Impact findings.
- Ensures heritage assets remain legible and meaningful within the evolving landscape.

I05 Clusters and Grouping of Buildings

- Built form should be designed to add interest and variety to the street, including a range of housing typologies.
- Buildings should be arranged and combined sensitively and inspired by local character studies i.e. cottages and barnsteads at King's Hill Lane.

I06 Materials, Architecture and Detail

The choice of materials and architectural detailing must reinforce local distinctiveness and contribute positively to the character of King's Hill Lane. Including:

- Sympathetic material palette.
- Complementary architectural details.
- Consistent proportions, generous window proportions.

Wayfinding Context-sensitive signage using complementary colours to the surrounding historic townscape

Red Brick boundaries and facades Historic red brick entrance wall and detached homes at King's Hill Lane form a distinctive rural character along King's Hill Lane

Complimentary Modern architectural details complements heritage and nature

Details reflects heritage

Natural Materials Timber fencing complements nature

Textured and permeable surfaces Herringbone and granite sets create texture. Permeable surfaces help surface water run-off.

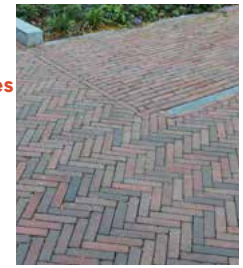


Figure 33 Above: Precedent photos of recommended materials inspired by context, heritage and nature

Indicative colour palette

Developments must:

- Use a locally inspired material palette, including appropriate brick tones and roof materials, with contemporary interpretations supported where they respond to local proportions and rhythms.
- Apply a coherent material palette across the site, with variation used to distinguish character areas rather than create visual clutter.
- Proposals should demonstrate compatibility with locally prevalent materials and finishes.
- Materials should reinforce local distinctiveness while allowing architectural innovation.

I07 Boundaries and Set-Backs

Boundaries should respond to frontages and edge conditions (as set out in the Built Form section) and will vary based on street type and use (e.g. residential or mixed-use centre).

The local character can be reinforced through boundary treatments and setbacks on certain streets. New development fronting onto these streets should consider the following:

1. King's Hill Lane:

- Buildings should be well set back from the road. Boundaries should be native hedges, or low timber fencing, with occasional red brick walls.

2. Green Lane:

- Boundaries should consist of low red brick walls, combined with hedges and planting.
- Brick wall boundary's should connect to buildings where feasible.
- Close-boarded fencing to streets and public spaces will not be supported.

3. Stoneleigh Road:

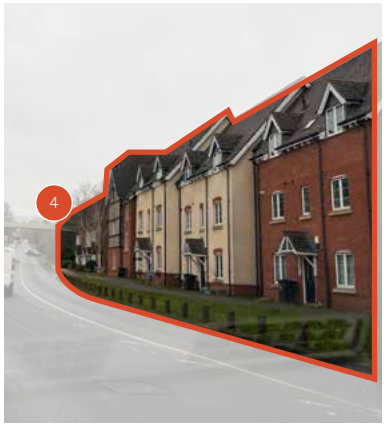
- Buildings should be set back from the street behind large rear gardens.
- Boundary treatments should be native hedges, planting and trees.
- Direct access should not be taken from Stoneleigh Road, access to buildings should be from the rear or sides.
- A footpath should be provided to enhance pedestrian connectivity along Stoneleigh Road. A footpath should be sufficiently offset to the east of the existing hedge.

I08 Topography, Views and Skyline

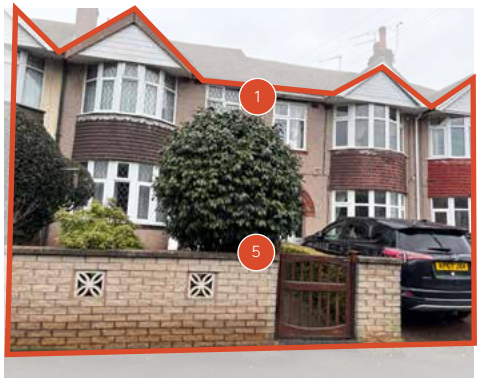
Future development must:

- Respond positively to the site's landform and reinforce important views and visual relationships.
- Safeguard long-range views towards Coventry skyline and Cathedral spire,
- Step building heights and rooflines with topography, particularly along King's Hill Lane and other elevated locations,
- Use layout and building orientation to frame views of woodland, parkland and watercourses.
- Where development may affect ridgelines or key viewpoints, visual impact should be assessed through verified views.

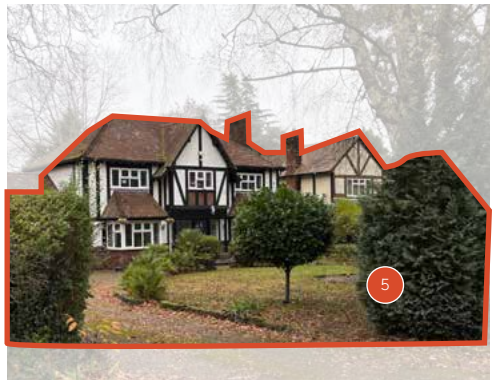
Green Lane dwellings set back behind a front garden, defined by low brick wall, forming a clear boundary. Car parking within drive and set back behind boundary



Kenilworth Urban frontage with consistent setbacks, buildings facing the open space, largely unbounded frontage and a narrow planted margin



Green Lane 1930'S Semi-detached homes set behind low brick walls



Stoneleigh Road Buildings set well back within landscaped plots, with informal, planting-led boundaries creating a soft and green street frontage

Figure 34 Above: King's Hill Lane and surrounding areas characteristic boundary treatments and set-backs

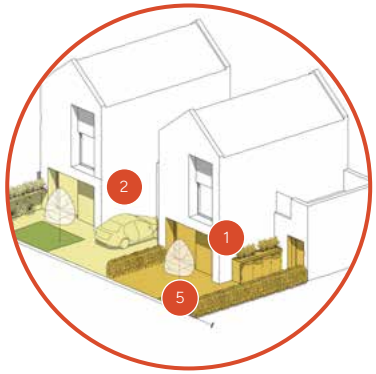


Illustration of building line set backs

Illustration of built form framing key space and park

Figure 35 Illustration of identity design code principles

Illustration showing possible frontage arrangement for higher-density areas, incorporating a contemporary buildings, whilst responding to the established pattern of building lines and setbacks and in-plot parking

1. Consistent building lines and set backs
2. Cars set back behind building line
3. Built form frames space
4. Buildings and streets organised to create vistas and views, enhancing the pedestrian journey and experience
5. Low brick wall boundaries or hedges

5.4 Built Form Design Codes

5.4.1 Built Form Design Codes

Built form refers to the three-dimensional arrangements of buildings, blocks, streets and spaces. Elements related to the built form will play an important role in shaping the look and feel of the urban area across the development.

To allow for flexibility in the delivery of the site, we have not identified neighbourhood character areas. Rather we have identified strategic built form areas, to highlight areas where intensity could be located, such as at key activity destinations, including schools and local centres.

5.4.2 Built Form Areas

The plan opposite (figure 36) identifies the strategic built form areas across the site. These areas have been defined by location, surrounding environmental, landscape features and proposed land uses. The designated built form areas identify zones where a higher level of community activity is required which has influenced the following design codes.

BF01 Built Form

Development in the following areas will need to correspond to the built form characteristics:

1. Mixed use centre:

Highest levels of community activity with a concentration of schools and local centre uses.

2.Neighbourhoods:

Predominantly residential areas, with occasional non-residential uses at the A46 Gateway/corridor located at the south west of the site. (For potential uses at the A46 Gateway/corridor refer to section 5.8.1 Uses Design Codes, U02 Uses at A46 Gateway and Corridor).

3.Urban Fringe:

Mostly residential with a strong relationship to the surrounding natural landscape.

Future development must follow the principles established below:

- Development must respond to the proposed strategic infrastructure and movement network and non-residential uses. It must feel more urban in core areas that do not interface with the surrounding landscape context.
- All built aspects of residential development, including house types, materials, height, street enclosure, rear garden dimensions should be influenced by characteristics of existing built environments throughout the local area.
- Development must establish a permeable layout which encourages the use of perimeter blocks orientated towards streets and open spaces.
- All homes located on corners will be dual aspect, with habitable room windows facing streets / spaces on both sides at ground and first floor.
- Built form and existing trees must be considered together to avoid restricting tree growth. Buildings should avoid root protection zones, and adhere to stand-off distances.

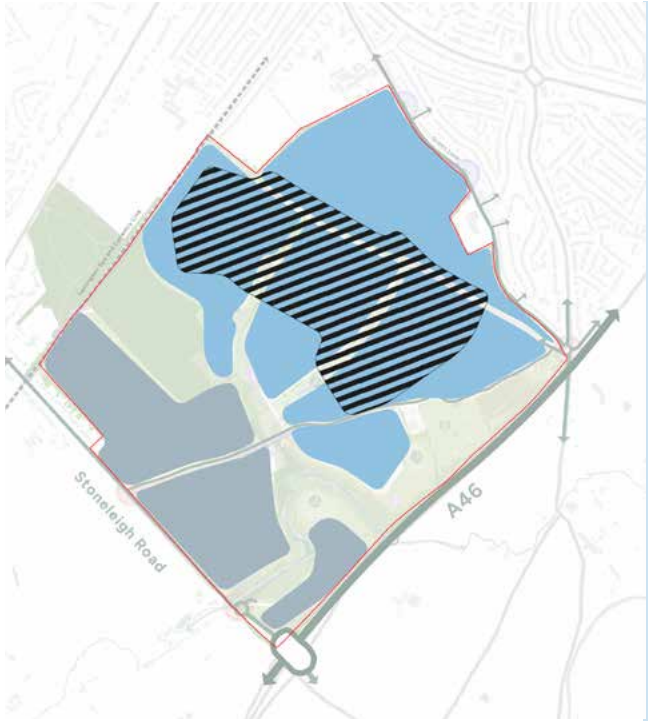


Figure 36 Built form areas plan

Key

- Mixed use centre
- Neighbourhoods
- Urban fringe

Mixed use centre

Neighbourhoods

Urban fringe






Figure 37 Precedent images of built form character

5.4.3 Noise Mitigation

BF 02 Layout design to mitigate noise, odour and lighting.

- Built form should be arranged to minimise exposure of noise-sensitive uses to unacceptable levels of noise, odour and lighting.
- Noise-sensitive development, including residential uses, shall not be located in areas where acceptable living conditions cannot be achieved through design-led mitigation.
- Land adjacent to the A46 should incorporate appropriate buffer zones, with development set back to reflect road noise constraints (subject to technical advice).
- The design of buildings and their relationship to environmental buffers should be consistent with the masterplan strategy.

5.4.4 Density

Objective: Density is an indicator of how compact new development will be and how intensively it will be developed. Variation in density across the neighbourhood would create a variety of built form which contributes to characterful and memorable places. Density can support key nodes, legibility, a sense of arrival, terminating vistas, and creates a natural centre to each neighbourhood.

The proposed densities align with the broad densities reflected in the National Model Design Code.

BF02 Density

Optimised Density

Higher-density development should generally be delivered within the mixed-use centre and within internal development parcels, with limited relationship with the surrounding landscape context.

Development could be optimised at key locations, such as mixed-use community hubs, gateways, key junctions and primary routes.

Higher-density development should be avoided at locations adjacent to sensitive ecological habitats such as Wainbody Wood or Finham Brook.

Lower-density development should be concentrated at the southern edges

Figure 38 Density zones plan

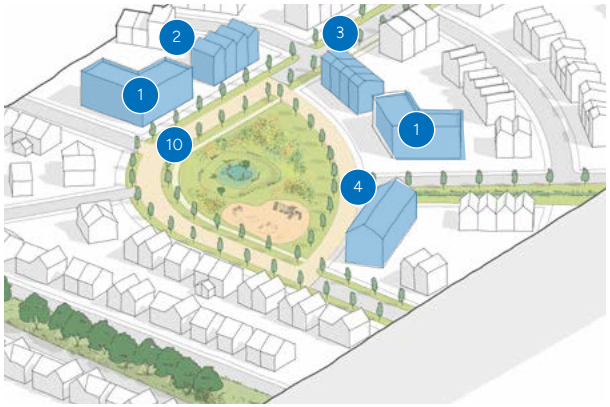


Figure 39 Diagram illustrates optimised density at key spaces

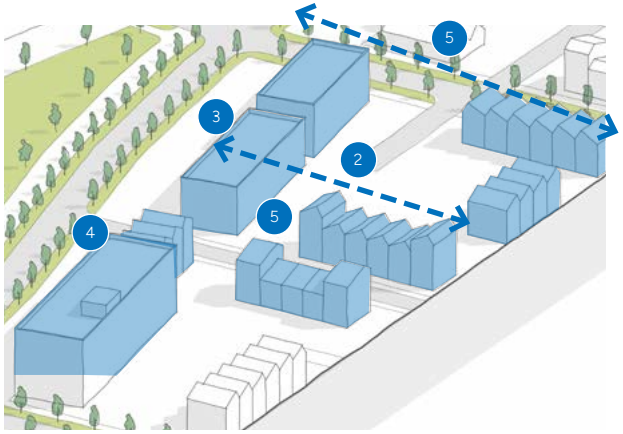


Figure 40 Diagram illustrates transitional heights and varied roofline

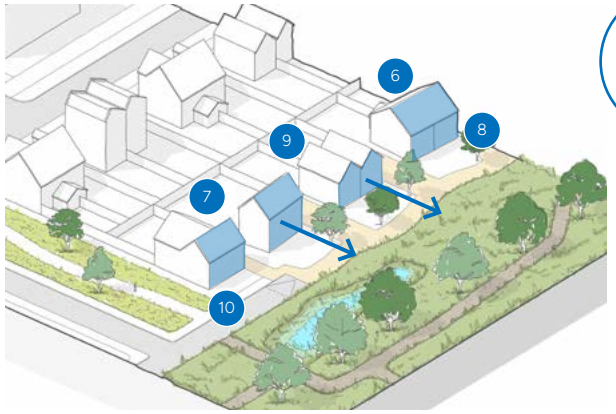


Figure 41 Diagram illustrates urban fringe edge condition

1. Increased heights at corners
2. Varied roof line
3. Continuous frontage frames space
4. Optimised density at primary routes and key spaces
5. Transitional and gradual height increase
6. Detached buildings at edges
7. Setback buildings
9. Gaps in built form allow views of Wainbody Wood and Finham Brook
10. Buildings orientated to maximse green views, either at edges or key spaces

of the development and at locations interfacing the wildlife corridors. Development should be designed to transition gradually between high and low densities, to avoid jar-ring changes in character and to create a cohesive environment.

Figure 38 identifies high, medium and low-density zones within the site:

1. Higher density zone: Development in this zone, should be up to 50dph.

2. Medium density zone: Development in this zone should be up to 45dph.

3. Lower density zone: Development in this zone must be up to 35dph.

5.4.5 Building Heights

To ensure appropriate building heights across the development, it is anticipated that the majority of homes will be built up to an eave's height of 2 - 2.5 storeys (room in the roof space and dormer windows), with occasional 3-storey buildings at primary routes and key junctions. Mixed-use local centres could accommodate up to 4 storeys.

There is potential to accommodate increased building heights at key locations, such as at noise constraints (A46 corridor and gateway); however, this is subject to further technical assessment i.e. LVIA).

Areas which are well screened from views and situated within less prominent positions, such as lower ground levels, could accommodate three-storey buildings. Permitted building heights across the scheme are defined below:

BF03 Building Heights

1. Mixed-use centre: Up to an eaves height of 4 storeys.

2. Neighbourhoods: Up to an eaves height of 2.5 storeys.

3.Urban fringe: Up to an eaves height of 2 storeys. Occasional increase of heights at gateways and movement corridors (e.g. rail line edge/ A46 edge) of up to an eaves height of 3 storeys.

5.4.6 Arrival Gateways, Nodes and Landmarks

Arrival gateways, nodes and landmark buildings help contribute to a development's identity and a users sense of place, and they allow users to navigate more easily through the site. Arrival Gateways, key nodes and landmark buildings are defined on the plan opposite (figure 42). The following principles should be observed through the new development: **BF04 Arrival Gateways**

Significant arrival gateways are primary access points that form thresholds between built environments or between new built environments and the surrounding landscape.

New built form and landscape spaces within these gateways must create a positive visual impact, welcoming pedestrians, cyclists and vehicles.

Built form and landscape design must create distinctive local spaces, through subtle changes in character to reinforce the threshold.

BF05 Key Nodes

Nodes are defined as areas where significant junctions, open spaces, key buildings, internal views combine. They play an important role in creating localised areas of interest and reinforce the street hierarchy.

Internal nodes should be emphasised by distinctive built form, creating distinctive features within the urban structure which contribute to wayfinding and placemaking.

Internal nodes should be emphasised by individual or groups of landmark buildings and create a unifying character to either side of the associated streets or spaces.

BF06 Landmark Buildings

Landmark buildings should be used to reinforce important local nodes, street hierarchy and wayfinding. These should:

- Be positioned in visually prominent locations, such as corners of development, at primary streets and/ or terminating internal view corridors.
- Form part of the composition of arrival gateways and be singular landmarks

Buildings should be expressed with contrasting differences to the form and appearance of their surrounding buildings.

Variances in the expression of landmark buildings could include:

- Differing ridge and eaves line.
- Greater scale and massing
- Buildings which sits proud of the surrounding building lines.
- An altered building orientation.
- Sensitive and considered variations to façade detailing and materiality and colour.

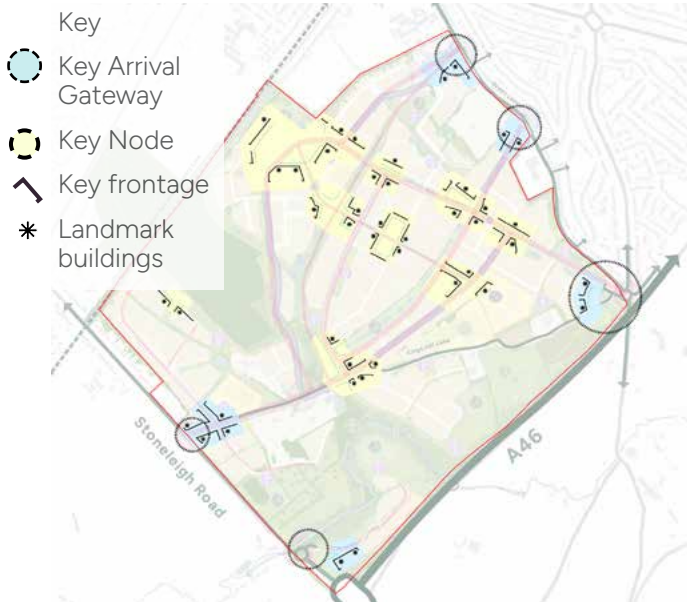


Figure 42 Landmarks, arrival gateways and nodes plan

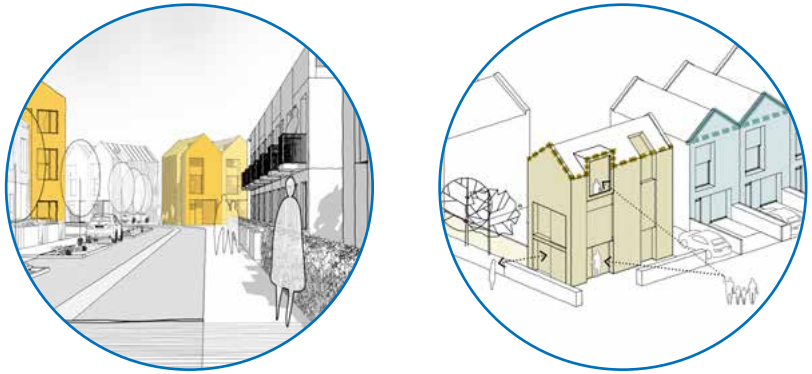


Figure 43 Illustrations demonstrate key buildings defining corners and terminating views

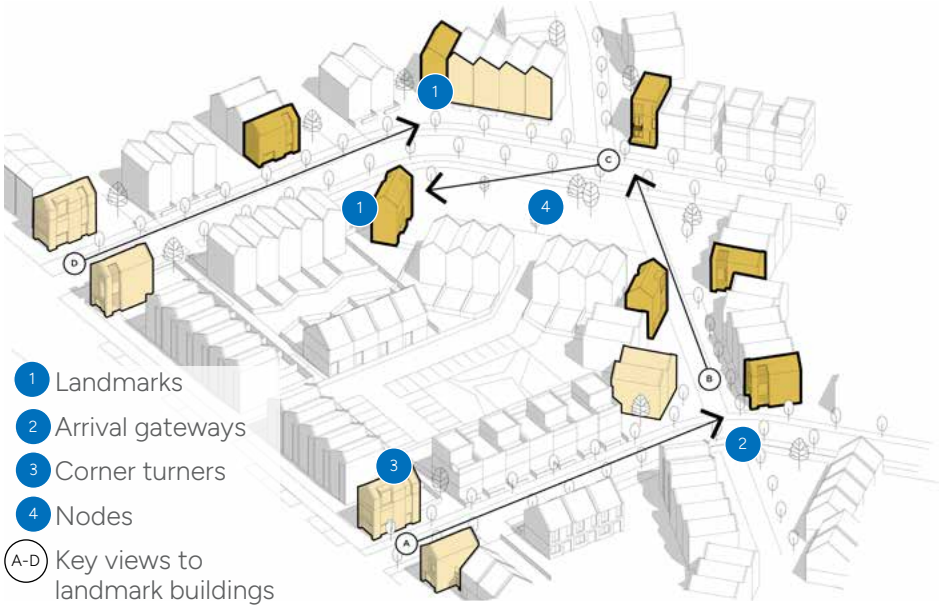


Figure 44 Illustrations demonstrate key buildings defining corners and terminating views

1. Landmark buildings

2. Arrival gateways

3. Corner turners

4. Nodes

Figure 45 Examples of built form principles

5.4.7 Frontages

Objective: To ensure active streets, with natural surveillance and active frontages, key requirements are defined below:

BF07 Frontages:

5.4.8 Edge Conditions

As an edge of settlement development, regulating edge conditions will ensure

Built Form Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Built Form:

- The Building Regulations 2010
- National Planning Policy (NPPF), Section 12 and 16.
- National Design Guide, Section 3
- Building for Healthy Life, Distinctive Places
- Warwick District Council Local Plan, Policy BE1, HS1, HS7
- Residential Design Guide SPD, Policy BE1
- Stoneleigh Conservation Area
- Kenilworth Road Conservation Area

new development best interfaces between the existing urban edge of Coventry, the open countryside to the south (which provides a settlement break between the Coventry urban area and the town of Kenilworth to the south), and the existing ecological corridors (Wainbody Wood and Finham Brook), which we want to preserve and enhance.

BF08 Edge Conditions:

Built form edge conditions are categorised on the plan opposite. New development should follow the following principles:

1. Woodland/natural edge: Frontages which overlook the woodland, or protected wildlife corridors.

- Built form placement and orientation to be comparatively irregular to reflect the more informal character at the periphery of blocks.

2. King's Hill Lane Heritage edge: Frontages which front onto King's Hill Lane.

- Built form placement and orientation to be comparatively irregular to reflect the more informal character at the periphery of blocks, taking design cues from the existing houses and farmsteads along King's Hill Lane.

3. Park edge: Frontages which overlook the key strategic open spaces that permeate neighbourhoods.

- Buildings must form generally continuous built frontages, providing good enclosure to frame spaces and reinforce vistas.
- Some gaps between buildings will be appropriate in response to less-formal streets and spaces.
- Key views to be terminated by landmark buildings

4.Green Lane edge: Key frontages that interface with existing settlement edge along Green Lane.

- Built form must mimic from and character along existing settlement edge, to ensure a continuous urban development.
- Regular architectural form and rhythm, in keeping with existing vernacular in Finham neighbourhood.

5. Stoneleigh Road edge:

Frontages interfacing with the countryside, existing villages or conservation settlements.

- Buildings must form generally broken frontages, with a higher proportion of gaps between buildings, to create a visually permeable edge.
- Built form orientation to be irregular to reflect the more informal character at the periphery of blocks.

5. A46 edge:

Frontages interfacing with the A46 should respond to noise and air quality constraints, with orientation of the buildings used to mitigate impacts.

Figure 47 Edge conditions plan

Woodland/natural edge

King's Lane Heritage edge

Park edge

Stoneleigh Road edge

Green Lane edge

A46 corridor edge

Figure 46 Precedent images for edge conditions

5.5 Movement Design Codes

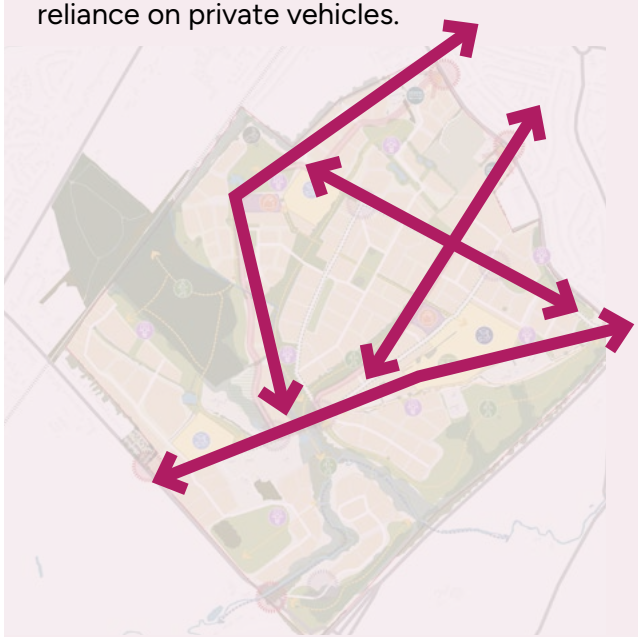
Well-designed places should be accessible and easy to move around. This can be achieved through a connected network of streets, good public transport, the promotion of walking and cycling and well-considered parking and servicing.

The diagrams opposite outline the 'key moves' for movement. The following design codes set out the key requirements for street networks and highways design for future development.

1

Supporting a 20-Minute Neighbourhood

The movement strategy for the site has been developed to align with Warwick District Council's objectives for creating sustainable 20-minute neighbourhoods, where day-to-day needs can be met within a short walk, cycle, or public transport journey. The approach prioritises active travel, legibility, and accessibility, ensuring movement networks support healthy lifestyles, social interaction, and reduced reliance on private vehicles.



2 Active travel first

Vehicular movement is managed to support, rather than dominate, the public realm. Street design promotes low vehicle speeds through geometry, surface treatment, and enclosure, creating places that are safe for pedestrians and cyclists. Car routes are secondary to the movement needs of people, with parking integrated sensitively to minimise visual impact and encourage more sustainable travel choices.

3 Tap into wider connections

Desirable routes to wider strategic connections, such as the University to the north, plans for Very Light Rail (VLR) Interchange, which is planned to run through the site. The Coventry Way Long Distance Walking Route to the south east of the site should be safeguarded and enhanced, promoting permeability.

4 Accommodate the bus

Primary routes through the site from Finham in the north and onto Stoneleigh Road in the south should be designed to accommodate future bus travel. New bus stops should be placed at appropriate walking catchments across the site, to encourage new residents to use public transport over private vehicles.

5.5.1 Movement Design Codes

Objective

To ensure that all homes are accessible to local facilities, within reach with safe, walkable streets and cycle-friendly routes that make active travel the natural choice.

5.5.2 A Connected Network

At King's Hill Lane, a well-connected hierarchy of routes for all modes - walking, cycling, public transport, and vehicles, will ensure safe, convenient movement throughout the site. This design approach will make it easy for residents to access key destinations and seamlessly link to wider public transport connections, supporting sustainable travel and an inclusive, well-integrated settlement. In addition, mitigating traffic related air quality impacts will create a healthier place to live.

The nature of the site offers a key opportunity to devise an efficient street network which is dense and permeable, particularly for pedestrians and cyclists. Whilst there are existing constraints which impact the layout, such as utilities easements and at existing junctions, new streets through the site should provide a clear and connected street hierarchy.

Vehicular traffic should be accommodated in a manner that supports, rather than undermines, these priorities. Street design should discourage unnecessary through-traffic, manage vehicle speeds and minimise the visual and environmental impact of cars.

5.5.3 Public Transport

Public transport, along with active travel, will be prioritised as the primary means of movement, supporting healthy lifestyles and reducing reliance on private cars, and helping to reduce traffic and congestion in Coventry and the wider area. Public transport accessibility will be integral to the layout of the development. Bus routes, stops and supporting infrastructure should be conveniently located, well overlooked and integrated into the street network to encourage regular use. Development density and land use should support viable and frequent public transport services.

M01 Public Transport

- Future new homes must have safe and convenient access to community facilities and bus stops.
- The design and layout must ensure accessibility for wheelchair users and people who are less ambulant.
- Future development must integrate plans for Very Light Rail. The proposed routes, and any associated land take, will need to align with the latest published specification or standards for Very Light Rail The Railways and Other Guided Transport Systems (Safety) Regulations 2006

5.5.4 Active Travel

Active travel will be prioritised as the primary means of movement, supporting healthy lifestyles and reducing reliance on private cars. Streets and spaces should be designed first and foremost for pedestrians and cyclists, with safe, direct and attractive routes that connect homes to local facilities, public transport stops and the wider network. High-quality walking and cycling infrastructure should be continuous, legible and inclusive, accommodating users of all ages and abilities.

M02 Active Travel

- The local centres and all schools, including the secondary school, must be positioned to ensure convenient access via dedicated active travel routes.
- Traffic management schemes such

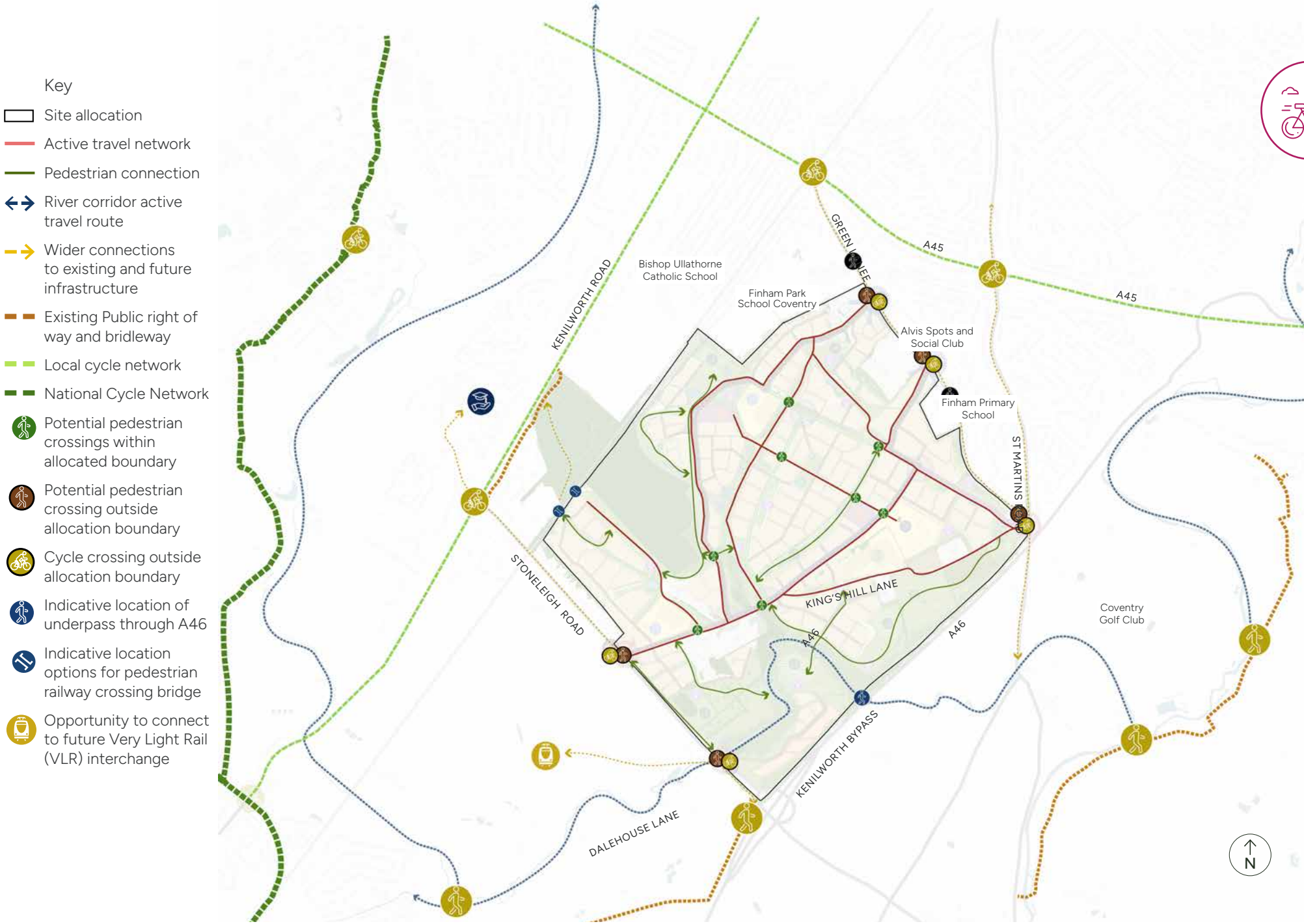


Figure 48 Active travel network plan

as Low Traffic Neighbourhoods and School Streets are encouraged and should be designed into the street network at the masterplan stage.
- Active travel routes should connect to the wider network of routes.

5.5.5 Streets

A series of street types will be provided which work as part of a legible and connected network to provide safe, characterful and convenient links between new homes, green spaces and community uses.

Design of streets must balance technical requirements and functionality, and make a positive contribution to the envisioned character. The requirements and guidance set out below and on the following pages describes envisioned character of streets:

M03 General Guidance on Streets

- The street network must prioritise pedestrian and cycle movement before vehicles.
- The design and alignment of access roads and movement corridors shall minimise noise, air quality and lighting impacts on existing and proposed sensitive receptors.
- All streets must be dementia-friendly and legible by all.
- Streets must not form 'dead-ends' for pedestrians and cyclists. Footways and cycleway links must be provided to adjacent streets or open spaces.
- Cul-de-sacs should be avoided as they create indirect vehicular and active travel networks which result in disorientating environments.
- The street network must demonstrate a consistent character and be uninterrupted when passing between development parcels or ownership boundaries.
- All streets to be designed for two-way traffic.
- All streets must be tree-lined and designed to accommodate trees within verges or adjacent open spaces
- No trees to be planted in visibility splays.
- Access to private drives must be via dropped kerbs.

Geometry:

- To be determined by refuse vehicles and public service vehicle tracking or swept path analyses.
- Minimum carriageway width 4.5m.
- Minimum carriageway width for shared bus corridors is 6m.

M04 Materials

- Materials must be adoptable standard for all adopted routes.

M05 SuDS

- A range of SuDS must be incorporated into the design of streets.
- All streets must ensure that above ground SuDS are prioritised over oversized pipes and underground storage tanks.

M06 Lighting

- Street designs must be accompanied by a lighting strategy and agreed with Warwickshire County Council .
- Lighting columns and ducting must be reviewed alongside proposed street trees planting, with no columns within 5m of trees.

M07 Street Furniture

- Street furniture must not detract from

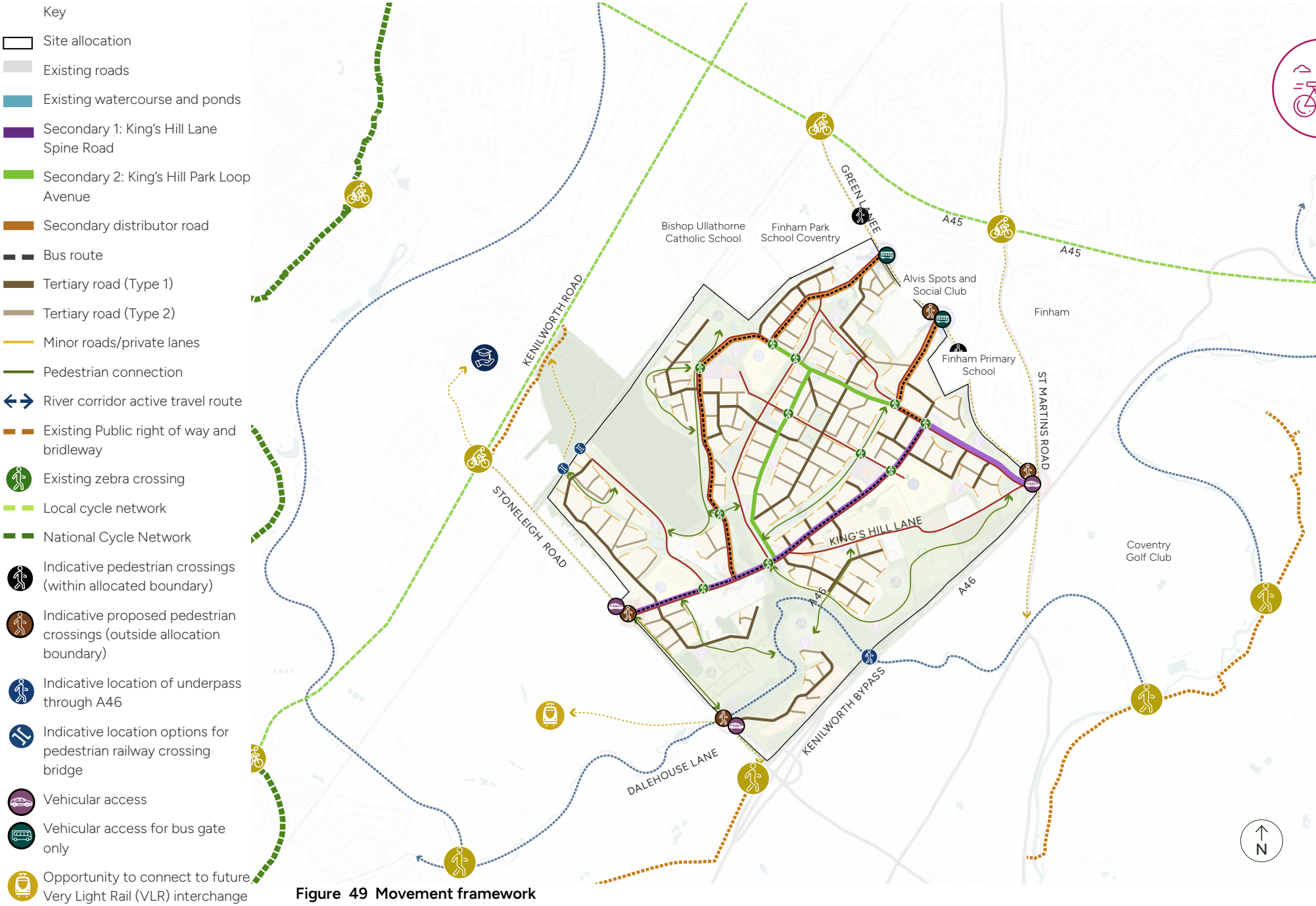


Figure 49 Movement framework

the character of streets or impede access or sight lines.

- Benches should be provided along active travel routes to allow opportunities for rest.
- Litter/dog waste bins should be provided at main junctions, entrances and gathering spaces along active travel routes

5.5.6 Street Types

The plan on the opposite page provides an example of the street hierarchy network across the site, in line with County Council categories. There are three overarching street types which will be delivered, with further detail on composition of each street type defined over the next few pages:

- Secondary streets
- Tertiary streets
- Minor streets

M08 Street Types

The design of all streets is to comply with the principles set out in the table below:

WCC Street Category	Secondary Streets		Tertiary Streets		Minor Streets
Street Type	Secondary 1 (King's Hill Lane Spine	Secondary 2 (Park Loop Avenue)	Tertiary 1	Tertiary 2	Minor 1
Assume general design speed (mph)*	20 - 30		10 - 20		5 - 10
Bus services	Yes		No		No
Adopted	Yes		Yes	No	No
Footway	Minimum 2 m wide to both sides		Minimum 2m wide to both sides		Share carriageway
Cycleway	Minimum 3m two-way wide on one side		Within carriageway		Within carriageway
Verge to carriageway edge	Minimum 2m to both sides		Min 3m on at least one side	No requirements	No requirements

Secondary Streets

Secondary Streets will serve as the main connective spine of the development, linking the site to the existing street network. Designed to accommodate buses, cyclists, pedestrians, and cars, these routes will carry the highest traffic volumes and provide direct connections to surrounding neighbourhoods and tertiary streets.

Street geometry is intentionally designed to moderate vehicle speeds through subtle angled bends that respond to building lines and open spaces, avoiding wide, sweeping curves. Generous planted verges and formal avenue-style street trees on both sides will reinforce the prominence of these streets and frame key views across the site. The adjacent street section diagram illustrates the various elements that define the character and function of these routes.

Figure 52 Precedent image of Secondary 2, Park Loop Avenue

M09 Secondary Streets

Secondary 1 streets must comply with the following:

- Minimum carriageway width: 6.7m
- Minimum footway width: 2m each, on either side of the street
- Minimum cycleway width: 3m two-way cycleway
- Minimum verges: 2m each, on either side of the street
- SuDS: Rain gardens, urban swales and informal swales within verges
- Planting: Avenue street trees (1 every 8m subject to driveways and access) on both sides of the road within the verges
- Secondary 2 streets must comply with the following:
- Minimum carriageway width: 6.7m
- Minimum footway width: 2m each, on either side of the street
- Minimum verges: 3m each, on either side of the street
- SuDS: Rain gardens, urban swales and informal swales within verges
- Planting: Avenue street trees (1 every 8m subject to driveways and access)

Figure 50 Typical secondary 1 street cross-section

Figure 51 Typical secondary 2 street cross-section

Tertiary Streets

Tertiary streets extend from secondary routes, providing direct access to development parcels and connecting to lower-order streets. They create loops within and between neighbourhoods, forming a clear and well-connected network.

These streets will primarily serve residential areas while also supporting movement to community facilities and local centres. Their design should reflect the intended character of each neighbourhood, ensuring consistency with the overall vision.

Typically, tertiary streets will be strongly defined by built form on both sides, reinforcing their importance and contributing to an urban character. Avenue planting will frame views along the streets and into adjacent open spaces, enhancing legibility and navigability.

M10 Tertiary Streets

Tertiary 1 streets must comply with the following:

- Minimum carriageway width: 5.5m
- Minimum footway width: 2m each, on either side of the street
- Minimum verges: 3m, on at least one side of the street
- SuDS: Rain gardens, urban swales and informal swales within verges

Tertiary 2 streets must comply with the following:

Minimum carriageway width: 5m

Minimum footway width: 2m each, on either side of the street

Figure 55 Precedent image fof tertiary street, Houlton

Figure 53 Typical tertiary 1 street cross-section

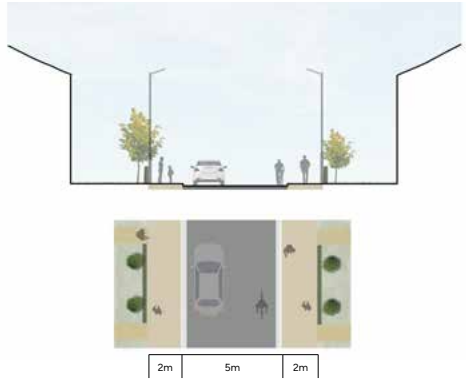


Figure 54 Typical tertiary 2 street cross-section

Minor Streets

Minor streets provide access to the outer areas of the site and may feature frontage on both sides of the carriageway or a single frontage facing public open spaces. Building lines along these streets can adopt a more organic and informal arrangement, with varied garden depths.

These streets will prioritise pedestrian and cycle movement, with narrower carriageways designed to slow traffic speeds. Opportunities to introduce alternative surface materials should be explored to emphasise shared use and enhance the sense of place.

Minor streets often serve homes overlooking open spaces and will be characterized by flexible manoeuvring areas that accommodate vehicles, cyclists, and pedestrians. The use of shared private drives should be kept to a minimum.

Figure 57 Precedent image for minor 1

M11 Minor Streets

Minor 1 streets must comply with the following:

- Minimum shared carriageway width: 5.5m
- Minimum footway width: 2m on one side of the street

M12 Lanes and mews

These should be incorporated to add a finer grain of character, courtyards introduce a sense of enclosure, lanes offer a rural character at the sites edges or surrounding open spaces.

Figure 58 Precedent image fMews

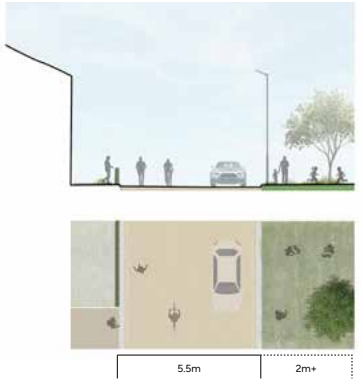


Figure 56 Typical minor 1 street cross-section

Figure 59 Precedent image fPrivate Lane

5.5.7 Parking

All spaces and garages must conform to the stated dimensions, unless otherwise agreed with the council. All car parking should be sensitively designed and integrated so that it does not visually dominate the streetscape and detract from the quality of the public realm. Parking and electric vehicle charging provision will need to be delivered in accordance with the Council's latest published standards

M13 General Parking

The following regulations apply to parking space provision:

- Design of all parking must be in accordance with the Warwickshire Design Guide (2022)
- Electric vehicle charging points must be provided in domestic properties and communal and on-street parking areas

Resident Parking:

- Resident parking will be off-street, predominately on-plot
- Parking spaces will be delivered in either a linear or tandem layout to the side or front of houses
- Tree planting and landscaping will be encouraged to improve the overall aesthetic and to provide visual breaks
- Where strong containment to streets is required, resident parking will be primarily provided in rear parking courts
- Excessive frontage parking will not be acceptable due to its likely negative impact on the streetscape

Visitor parking;

- Visitor spaces will be primarily on-street, in formal bays, or in parking courts to the rear of apartments or terraces
- On Avenues and Neighbourhood Streets the visitor spaces will be in formal bays adjacent to the defined carriageway
- On shared surfaces, the spaces will be in defined bays either adjacent to the carriageway or informally by localised widening of the carriageway. Such spaces will be in block paving to improve the aesthetic and reduce the proportion of asphalt surfacing across the site

Cycle parking:

- Cycle parking provision will be incorporated across the site with particular focus at key public spaces and community facilities
- Cycle parking will be well located, safe and secure
- Covered cycle parking will be required for all residential dwellings (including apartments) in garages, secure sheds or designated cycle stores

Figure 60 On-plot parking to the side of properties

Figure 61 On-street unallocated parking bays

Figure 63 Allocated parking to the rear of properties

Figure 62 Parking court with un-allocated and visitor parking

Movement Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Movement:

- National Planning Policy (NPPF), Section 8 and 9
- National Design Guide, Section 4
- Building for a Healthy Life
- Manual for Streets 1
- Manual for Streets 2
- Warwickshire's Local Transport Plan
- Warwickshire Local Cycle Walking and Infrastructure Plan
- Warwickshire Design Guide
- Warwick District Council Local Plan, Policy TR1-4, DS20
- Parking Standards SPD
- The Railways and Other Guided Transport Systems (Safety) Regulations 2006

Stoneleigh Road Access Junction

- Refer to section 8.5. Planning History ,for highway access junction proposals at Stoneleigh Road and King's Hill Lane (Coventry City Council planning application - FUL/2018/0842, Installation of two new highway access junction, as amended by PL/2023/0000875/NMA)

5.6 Public Space Design Codes

5.6.1 Public Spaces Design Codes

The preparation of the masterplan has been guided by a network of blue and green infrastructure, both existing and proposed.

5.6.2 Open Space Requirements

Open space provision at King's Hill Lane is informed by the Warwick District Council Public Open Space SPD (2019) and is summarised in the opposite table. While the quantum of open space for the outline application is known and set out in the table, the original masterplan was prepared before the adoption of the SPD and therefore did not assess requirements against current policy. Nevertheless, both the outline masterplan and the additional 1,500-home masterplan individually exceed policy standards and together deliver a comprehensive green infrastructure strategy across the wider 4,000-home site.

Population assumptions are based on an average household size of 2.55 persons, drawn from the Coventry and Warwickshire Joint Strategic Housing Market Assessment (2013), and an indicative housing mix of 5% one-bedroom, 35% two-bedroom, 50% three-bedroom, and 10% four-bedroom dwellings.

Type	% of total standard	Quantity Standard (ha / 1,000 population)	Total no. of dwellings	No. of people within total development (assumed 2.55 average household)	Estimated total masterplan provision requirement (ha)	Approx. standard per dwelling (sqm)	King's Hill Outline Planning Application provision (ha)	King's Hill Additional Masterplan provision requirement only (ha)	King's Hill Additional Masterplan provision (ha)	Estimated total masterplan provision
Parks and Gardens	35	1.91	4,000	10,200	19.53	48.8	14.74	7.32	7.5	22.24
Natural and Semi-Natural Areas	35	1.91			19.53	48.8	18.18	7.32	17.2	35.38
Amenity Green Space	17	0.93			9.48	23.7	10.07	3.56	18.23	28.3
Allotments and Community Gardens	7	0.38			3.91	9.8	6.2	1.46	1.51	7.71
Children & Youth Play Areas	6	0.33			3.35	10.7	4.08	1.26	1.26	5.34
Allotments / Community Gardens extra provision for > 100 dwellings	Additional	0.42			4.28	8.4	-	1.61	1.61	1.61
Total		**5.89**			**60.08**	**150.2**	**53.27**	**22.53**	**47.31**	**100.58**

Figure 64 'Additional masterplan area' (1500 homes) open space provision requirements table

Walking distances and access to facilities have been assessed as part of the baseline assessment. Sports pitch provision will accord with the latest Playing Pitch Strategy and sports facilities calculations (see Section 5.6.4: Sports Design Codes).

While the SPD sets out overarching principles, detailed matters such as art trails and play area design will be addressed through Public Open Space plans submitted at the Reserved Matters stage.

On this basis, the additional masterplan generates an open space requirement of 22.53 ha, which is fully accommodated within the emerging design. In total, combined open space provision across both the outline and additional masterplan phases exceeds 100 ha, significantly above the estimated requirement of 60.08 ha, demonstrating compliance with current policy both individually and cumulatively.

Future development should refer to the guidance set out on figure 64 and 65.

Open Space Typology	Purpose	Key Opportunities and Considerations	Key Characteristics	Typical Location & Relationship	Primary Users	Proportion of Open Space (%)
Amenity Green Space	Provide everyday green relief within residential parcels and soften built form along streets	Opportunity to break up linear street layouts Must respect utility easements and avoid heritage-sensitive areas	Informal landscaped areas, grass, trees, seating, multifunctional, well overlooked.	Must be distributed throughout housing areas, not concentrated at edges only. Should front streets and be overlooked by active frontages Should incorporate trees, seating and informal play opportunities • Can be used to integrate SuDS features where appropriate	Local residents of all ages	17%
Parks and Gardens	Act as key community destinations and transitional spaces between development, heritage assets and infrastructure	100m A46 buffer requirement • Opportunity to mitigate noise and air quality impacts • Must avoid harm to Scheduled Monument setting	Formal paths, planted areas, focal features, seating, areas for relaxation and informal recreation	Strategically located, connected to main pedestrian and cycle routes. Primary parkland should form part of the buffer between development and the A46 . Parks adjacent to heritage assets must reinforce openness and long views	Wider community and visitors	35%
Natural and Semi-Natural Areas	Protect and enhance biodiversity while contributing to landscape character. Form the ecological backbone of the site and protect key habitats	50m minimum buffer to LWS and ancient woodland • Presence of protected species (otter, bats, GCN, birds) • Flood risk zones and watercourse easements	Woodland, meadows, wetlands, watercourse corridors, native planting, informal paths	Must prioritise habitat protection along Finham Brook and Wainbody Wood Public access should be carefully managed via informal paths Native planting only, reflecting existing woodland and wetland character	Walkers, nature users, wildlife priority	35%
Allotments and Community Gardens	Allotments and Community Gardens Provide productive landscapes supporting wellbeing and community cohesion	Opportunity to address lack of local facilities • Must avoid areas of archaeological sensitivity unless agreed mitigation No existing equipped play nearby	Defined plots or shared growing areas. storage, secure access	Should be located within walking distance of housing but outside sensitive ecological buffers Must include water supply, storage and accessible paths Community gardens may be integrated with parkland or school-adjacent spaces	Local residents, community groups	7%

Figure 65 Open space typology design requirements table

5.6.3 Public Spaces Design Codes

Objective

Public spaces need to be functional, high-quality, safe and inclusive, and meet the specific needs of the community, whilst enhancing nature.

Figure 68 sets out the open space framework for the masterplan, which future development should adhere to. The plan should be read with figure 88, green and blue infrastructure plan.

P01 Amenity Green Spaces

Small-scale, informal green spaces providing everyday recreation and visual relief close to homes.

Amenity Green Space should consist of informal landscaped areas within residential neighbourhoods, typically located adjacent to housing, streets or movement routes. These spaces are intended for casual use such as sitting out, informal play, dog walking and social interaction, and contribute positively to the setting of development. They should be well overlooked, easily accessible and designed to be multifunctional, often incorporating seating, trees and grassed areas. Amenity Green Spaces also play an important role in softening built form, providing visual breaks in development and contributing to local character.

Figure 66 Informal amenity space and pocket park

Figure 67 Pocket park overlooked by homes

Key

- WDC Local Plan 2017 DS11 allocated housing site
- Existing trees and hedgerows retained
- Flood zone area / ecological zone retained
- Existing ponds retained
- Existing watercourse retained
- Proposed strategic semi-natural & amenity open space
- Proposed parks and gardens
- Proposed allotments and community gardens
- Proposed play (NEAP)
- Proposed play (LEAP)

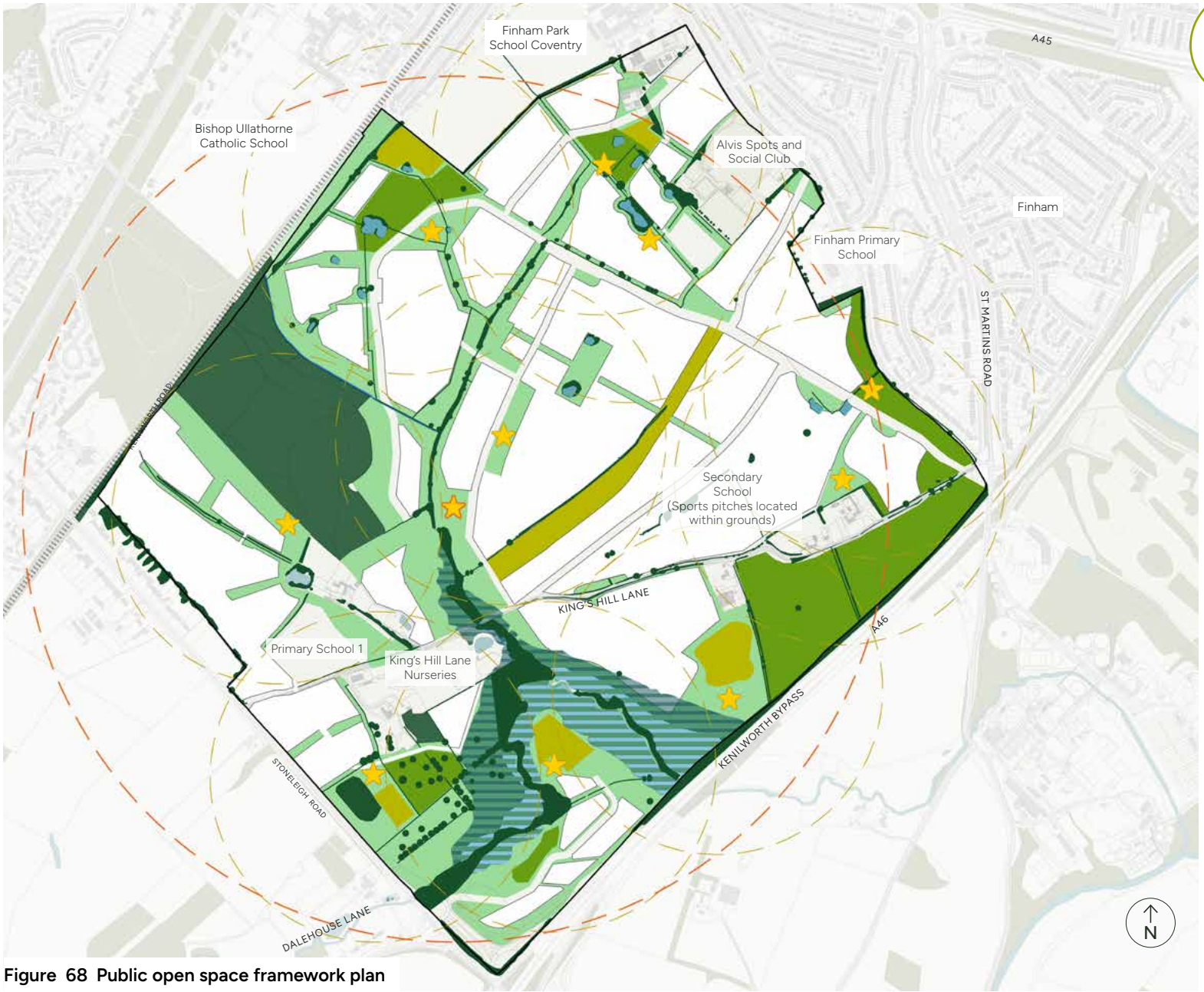


Figure 68 Public open space framework plan

P02 Parks and Gardens

Larger, more formal public open space serve a wider catchment and act as key community destinations.

Parks and Gardens should be strategically located public spaces designed for a range of recreational, social and landscape functions. They should typically include formal paths, planted areas, seating, focal features and areas for relaxation and informal recreation.

These spaces should form a central component of the green infrastructure network, providing opportunities for social interaction, events and active lifestyles. Parks and Gardens should be highly accessible, legible and integrated with pedestrian and cycle routes, and designed to reflect the character and identity of the wider area.

Figure 70 Parks located at key locations to encourage activity

Parks and Gardens are strategically located public spaces designed for a range of recreational, social and landscape functions.

Figure 69 Seating areas encourage dwell time

P03 Natural & Semi-Natural Areas

Landscape-led spaces protect, enhance and connect habitats while allowing low-impact public access.

Natural and Semi-Natural Areas should include woodlands, meadows, wetlands, watercourse corridors and other areas managed primarily for biodiversity and landscape value.

These spaces should form the ecological backbone of the development and contribute to wider green corridors and wildlife networks.

Public access could be provided where appropriate through informal paths and board walks, but the primary function of these areas is habitat protection, ecological enhancement and landscape character.

Design should prioritise native planting, natural land form and long-term ecological management.

Figure 71 Landscape permeates edges of development to soften built form

Figure 72 Mature landscape features add natural value and natural capital

Figure 73 Informal play integrated within the landscape

Figure 74 Planted pedestrian links provide attractive routes for pedestrians

P04 Allotments and Community Gardens

Productive landscapes support food growing, community interaction and wellbeing.

- Allotments and Community Gardens should provide spaces for residents to grow food, engage in outdoor activity and foster social cohesion.
- These should be conveniently located, accessible on foot and cycle, and designed to be secure, well-drained and functional.
- Provision should include defined plots, water source, storage facilities and communal areas where appropriate
- Community gardens may be more flexible in form, allowing shared growing, education and social uses, particularly where traditional allotment layouts are not suitable.
- Allotments should be screened from main circulation routes.
- Community and school participation should be encouraged for educational purposes.
- Community orchards, fruit bushes, and edible landscaping could be provided.

Allotments and Community Gardens provide spaces for residents to grow food, engage in outdoor activity and foster social cohesion.

Figure 75 Allotments are located at accessible locations

Figure 76 Nature used to create structures within spaces

Figure 77 Growing gardens encourages food production within the community

P05 Children's and Youth Play

Inclusive, safe and engaging spaces that support play, social development and physical activity for all age groups.

Children and Youth Play Spaces should be:

- Designed to accommodate a range of ages and abilities, from early years through to teenagers, with consideration of 'Make Space for Girls' guidance.
- Include a mix of equipped and natural play features, opportunities for informal recreation and spaces for social interaction.
- Well overlooked, safely accessible and located within walking distance of homes.
- Encourage imaginative play, physical activity and social inclusion, while minimising conflict with nearby residential uses through careful siting,
- Designed in accordance with Fields in Trust guidance.
- Include LEAPs, NEAPs, trim trails, outdoor gyms, informal kickabout areas, and MUGAs (1–2).
- Feature safety surfacing, multi-coloured and texturally diverse, rubber mulch could be used, while grass mats should not be used.

Figure 78 Homes overlook play spaces

Figure 79 Educational and informal play

Figure 80 Play design principles diagram

P06 General Guidance on Public Open Space (POS)

- POS should be evenly distributed across the site rather than clustered in a few areas. All dwellings could have visual and physical access to POS.

P07 Safety and Access

- POS should have clear sightlines with principal elevations of buildings fronting open space.
- Paths should be wide and open to reduce potential antisocial behaviour.
- POS could include maintenance access points while restricting unauthorised vehicular access (cars, scooters, scramblers).
- Utilities & Infrastructure - Play areas and hard POS surfaces should not be located above pipelines. SuDS features should not contain pipelines beneath them.

P08 Inclusive and Accessible

- Play areas should be suitable for all users, including neurodivergent and physically disabled individuals.
- Teen-oriented facilities could include outdoor chess, calisthenics equipment.

P9 Play Setting and Character

- Earth contouring (bunds, mounds) could be used to create challenges and interest.
- Sensory planting should stimulate all five senses.
- Each play space could have at least one unique feature to differentiate it.
- Boulders and logs should not be assumed as "natural" play unless safely designed.
- Play areas could integrate informal learning opportunities

P10 Management and Maintenance

- POS, SuDS, MUGAs, and play areas should be offered to WDC for adoption, including on affordable housing parcels.
- Leftover or fragmented POS should be avoided.
- Consortium coordination between developers could be encouraged if parcels are sold piecemeal.

Figure 81 Skate park provides play for teenagers

Figure 82 Sports facilities at Houlton

Figure 83 Accessible and inclusive pay at Gorton

5.6.4 Sports

Objective

Sports provision should promote active lifestyles, community wellbeing, and inclusive access, serving both new residents and the wider community.

S01 Location

Sports pitches and facilities shall be:

- Located to maximise accessibility by walking and cycling.
- Integrated with green infrastructure and open space networks.
- Appropriately separated from residential development to manage noise and lighting impacts.

S02 Edges and Interface Design

Where sports uses adjoin housing:

- Landscape buffers shall be provided.
- Buildings and spectator areas shall be oriented away from dwellings.
- Lighting and operational impacts shall be mitigated through design.

S03 Pitch Design and Orientation

Natural grass football and rugby pitches shall:

- Be designed in accordance with Sport England and relevant National Governing Body (NGB) standards
- Be oriented north–south where practicable to minimise glare
- Include appropriate safety run-offs and drainage

S04 Size and Configuration

Full-size pitches shall be prioritised where space allows:

- Provision for junior and mini pitches shall be made to reflect local demand.
- Pitches shall be grouped where possible to enable shared facilities.
- 3G Artificial Grass Pitches (AGPs).

S05 3G Pitch Specification

- 3G pitches should:
- Meet FA and Sport England standards
- Be suitable for competitive football and community use.
- Include appropriate shock pads, drainage, and surface performance standards.
- Floodlighting shall be designed to minimise light spill and glare.
- Lighting shall comply with relevant environmental and residential amenity standards.
- Hours of use shall be controlled where close to housing.

S06 Management and Security

- 3G pitches shall be enclosed with robust, anti-climb fencing
- Access points shall be controlled and well overlooked.
- Design shall align with Secured by Design principles.

S07 Kickabout and Informal Play Spaces

Kickabout spaces should:

- Be distributed across the development to ensure easy access.
- Support informal play for children and young people.

S08 Design Quality

Kickabout spaces should:

- Use durable grass or artificial surfaces.
- Be overlooked by surrounding development for safety.
- Avoid fencing where possible, or use

low, permeable boundaries.

S09 Residential Buffer Zones

A minimum buffer distance of 20 metres shall be provided between residential dwellings and:

- Natural turf football pitches.
- Natural turf rugby pitches.
- Kickabout and informal play spaces.

A minimum buffer distance of 30 metres shall be provided between residential dwellings and:

- 3G artificial grass pitches (AGPs) without floodlighting
- Formal training areas with frequent use.

A minimum buffer distance of 40–50 metres shall be provided between residential dwellings and:

- Floodlit 3G pitches
- Spectator areas, changing facilities, and car parking associated with formal sports use

Buffer distances shall be measured from:

- The edge of the pitch or playing surface
- To the nearest residential habitable room or private garden boundary

S10 Buffer Design and Treatment

Buffer zones should:

- Be designed as usable green infrastructure, not leftover land
- Incorporate landscape planting, paths, and drainage features where appropriate

Buffer treatment may include:

- Tree belts and native planting.
- Landform or swales.
- Informal recreation or biodiversity areas.

Buffers should:

- Mitigate noise, lighting, and activity impacts
- Maintain clear sight lines and passive surveillance
- Avoid creating concealed or unsafe spaces
- Where reduced buffers are proposed, these shall be:
- Fully justified through a technical

Future new development must adhere to figure 85, Sports pitch requirements table

Pitch Type	Typical Use	Key Standards	Minimum buffer to housing	Key Design Requirements
3G Artificial Grass Pitch (Unlit	Training and competitive football	FA & Sport England AGP standards	30m	Enclosed with anti-climb fencing, controlled access, surface and shock-pad to approved standards
3G Artificial Grass Pitch (Floodlit)	Intensive training and match use	FA, Sport England & lighting standards	40–50m	Floodlighting designed to minimise spill and glare, hours of use controlled, enhanced landscape buffering
Training Areas (Natural or Artificial)	Club and community training	Relevant NGB standards	30m	Frequent use areas to be separated from housing, robust surfaces, lighting carefully managed
Kickabout Space/Informal Play Area	Informal youth and community play	Local standards / best practice 20m	20m	Overlooked locations, minimal fencing, durable surface, distributed within walking distance of homes
Spectator Areas/ Changing Facilities	Support facilities	Sport England guidance	40–50m	Orientation away from housing, noise mitigation, landscaping,integrated parking and cycle provision

Figure 84 Sport pitch requirements table

assessment

- Supported by mitigation measures such as enhanced planting, orientation, or lighting controls
- Relationship to Layout and Phasing

S11 Sports uses should be located and phased to:

- Minimise conflict with residential amenity
- Ensure buffers are delivered alongside pitch provision
- Residential development shall not encroach into identified buffer zones at later phases.

Public Spaces Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Nature and Public spaces:

- National Planning Policy (NPPF), Section 12, 14, 15, 16
- National Design Guide, Section 5, 6
- National standards for sustainable drainage systems (SuDS)
- Biodiversity Net Gain
- Building for a Healthy Life: Streets for All
- Warwickshire Design Guide, Annex 8
- Warwickshire Local Nature Recovery Strategy
- Flood Risk Guidance for Development
- Warwick District Council Local Plan, Policy NE1, NE2, NE3, NE4, NE7, CC1, FW1, FW2
- Residential Design Guide SPD
- Public Open Space SPD
- Biodiversity Action Programme
- Make Space for Girls

5.7 Nature Design Codes

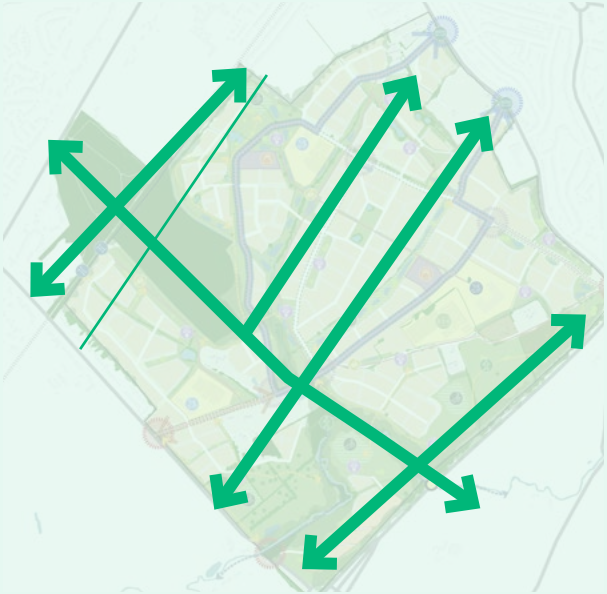
5.6.5 Nature Design Codes

Five Key Moves for Nature

Nature runs through every street, connected green corridors bring wildlife, wellbeing, and everyday moments of calm to your doorstep

1 Ecology Is a structuring principle

The emerging masterplan is being shaped around ecology and landscape, not fitted around it.

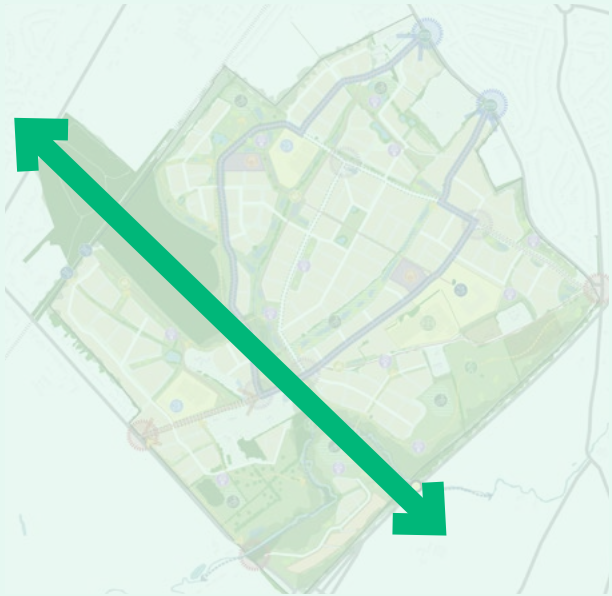


2 Finham Brook Is a key natural element with high ecological value

Any paths, bridges or changes within the corridor must be sensitively designed, as watercourse units are the most difficult to replace. Best way to gain an increase in gain is to enhance the brook which will bring more than biodiversity benefits but would add to the people and place element of the design.

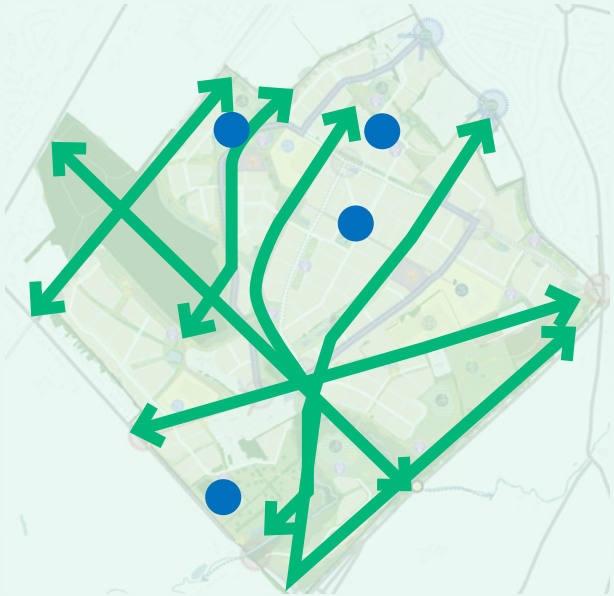
3 Nature connectivity is a strategic opportunity to enhance ecological connectivity across allocation.

A continuous north–south green corridor linking Wainbody Wood and Finham Brook should be included to connect wildlife habitat.



4 Ponds and hedgerows are retained and enhanced where Possible

Northern ponds, hedgerows and mature trees are critical to biodiversity and connectivity and should be retained wherever feasible.



5 The site has the space to get nature right

With around double the required open space, the site has sufficient flexibility to protect high-value habitats and deliver meaningful BNG largely on site.

5.7.1 Ecology and Biodiversity Design Codes

Objective

To protect, enhance, and connect King's Hill Lane's ecological assets through a landscape-led Green and Blue Infrastructure (GBI) framework, delivering measurable Biodiversity Net Gain (BNG) in accordance with national policy and site specific ecological conditions.

E01 Policy Compliance and Biodiversity Net Gain

- Apply the mitigation hierarchy of avoid, minimise, mitigate, and compensate.
- For unpermitted areas, development proposals must comply with the National Planning Policy Framework (NPPF), the Environment Act biodiversity net gain requirements, the Wildlife and Countryside Act, the Habitats Regulations, and relevant Natural England guidance. Development must:
- Deliver a demonstrable and measurable Biodiversity Net Gain, with a clear preference for on-site habitat retention, enhancement, and creation,
- Embed biodiversity enhancement within the spatial layout, landscape structure, and GBI network, rather than treating it as residual mitigation,
- Be informed by up-to-date ecological surveys prepared by ecologists.

E02 Protection of Designated Sites and Priority Habitats

- Areas accessible to the public should be clearly distinguished from protected wildlife zones.
- Existing ecological assets shall be a primary design parameter in the masterplan and detailed design stages. Key assets include Wainbody Wood, Finham Brook, ancient semi-natural woodland, ponds, hedgerows, and grassland habitats.
- Minimum buffer requirements include:
- A minimum 50m buffer to Local Wildlife Sites and ancient woodland,
- Naturalised buffers to Finham Brook informed by ecological and flood risk assessments.
- Buffers must be landscaped using native, locally appropriate species and managed to enhance ecological function.

E03 Ecological Network and Connectivity

A site-wide ecological network shall be delivered as part of the GBI framework to maintain and enhance habitat connectivity and resilience.

Development proposals must:

- Deliver a continuous north–south ecological corridor linking Wainbody Wood to Finham Brook,
- Retain and reinforce existing hedgerows, tree lines, grassland, woodland, and water features to facilitate species movement,
- Avoid severance of established wildlife routes by roads or built development,
- Integrate pedestrian and cycle routes only where compatible with ecological function, with appropriate buffers and planting.

E04 Landscape-Led Biodiversity Design

- Landscape design shall be biodiversity-led, prioritising:
- Planting should enhance ecological connectivity and Green Blue Infrastructure network features.
- Retention of mature trees, hedgerows, ponds, and watercourses wherever feasible,
- Native, locally appropriate planting, including fruiting and pollinating species, across public open spaces, streets, SuDS features, and private landscapes,
- Compensation and enhancement where tree or hedgerow loss is clearly justified.
- Existing ponds shall be retained and enhanced with buffer zones and strong connectivity to surrounding habitats and corridors.

E05 Watercourses, Wetlands, and SuDS

- Finham Brook shall function as a primary ecological corridor and landscape asset. SuDS shall:
- Be integrated as multifunctional landscape and ecological features,
- Protect and enhance water quality, aquatic habitats, and biodiversity,
- Be designed in a naturalistic manner to create diverse wetland and marginal habitats.
- Species Protection and Disturbance Management.
- Otter holts, wetlands, swales, and rain gardens could be integrated for ecological benefit.

Figure 85 Swales integrated within green corridor

Figure 86 Ponds create opportunities for nature educatation for children

Figure 87 Pond integrated within open space

5.7.2 Landscape Design Codes

The codes below should be read alongside the Public Open Space design codes in section 5.6.

L01 Ancient Woodland

Protect and enhance ancient woodland while allowing adjacent residential development that is sensitive to ecological, visual, and heritage value.

- Woodland should be protected by new planting within the buffer zone to form robust protection and enhancement.
- **Buffer & Setback** - Residential development should be set back from the ancient woodland edge by a minimum of 50m to prevent root damage, light pollution, noise, air quality, visual screening and encroachment.
- Development could be located further away to provide additional visual and ecological buffer if feasible.
- Informal seating or educational features could be placed in clearings outside the woodland canopy but within the buffer.

Wainbody Wood View section illustrating buffer zone

1. 40 - 50 m buffer zone
2. Dwelling orientated to maximise views of woodland and provide surveillance
3. Tree and planting to enhance the woodand
4. Swales and SuDs are allowed
5. Nature education and informal play, equipment natural materials
6. Informal footpath and seating areas

L02 Woodland Protection Measures - Existing woodland should be retained with additional trees and planting, to be protected during construction.

- A continuous buffer zone should be retained around the woodland to protect soil, hydrology, and wildlife habitat.
- Protective fencing should be installed around the buffer and woodland edge prior to construction.
- No soil stripping, storage of materials, or machinery access should occur within the 50m buffer.
- Tree and hedgerow species within the woodland could be supplemented with native planting in gaps to strengthen structure and biodiversity.

L03 Uses within the Buffer - The buffer zone should be predominantly woodland habitat, natural green space, or informal open space.

Features that could be included within the buffer.

- Pedestrian and cycle routes (informal, low-impact surfaces)
- Wildlife-friendly paths and boardwalks
- SuDS features (swales, rain gardens) that do not interfere with tree roots or hydrology
- Educational or interpretive signage.

Features that should not be located within the buffer:

- Buildings, garages, or hard-surfaced parking.
- Play areas, MUGAs, or formal sports pitches.

Figure 88 Buildings and landscape design responds to topography and views at Telford

- Vehicle roads or vehicular access
- Services, pipelines, or utility infrastructure that could damage roots or soil structure.

L04 Green Corridors

Strategic green corridors should act as multifunctional linear spaces that combine connectivity, ecology, drainage, and recreation.

- They should underpin a Green Infrastructure Network, linking communities, providing habitats, managing water sustainably, and enhancing the landscape character.
- Corridors should reflect the natural character of the site, integrating existing woodlands such as Wainbody Wood, Finham brook, existing hedgerows, and topography.
- Corridors could incorporate land form features such as bunds, mounds, or wetland terraces to create visual interest, support biodiversity, and provide play opportunities.
- Materials for paths, bridges, and street furniture should be low-carbon and climate-resilient while complementing the natural environment.

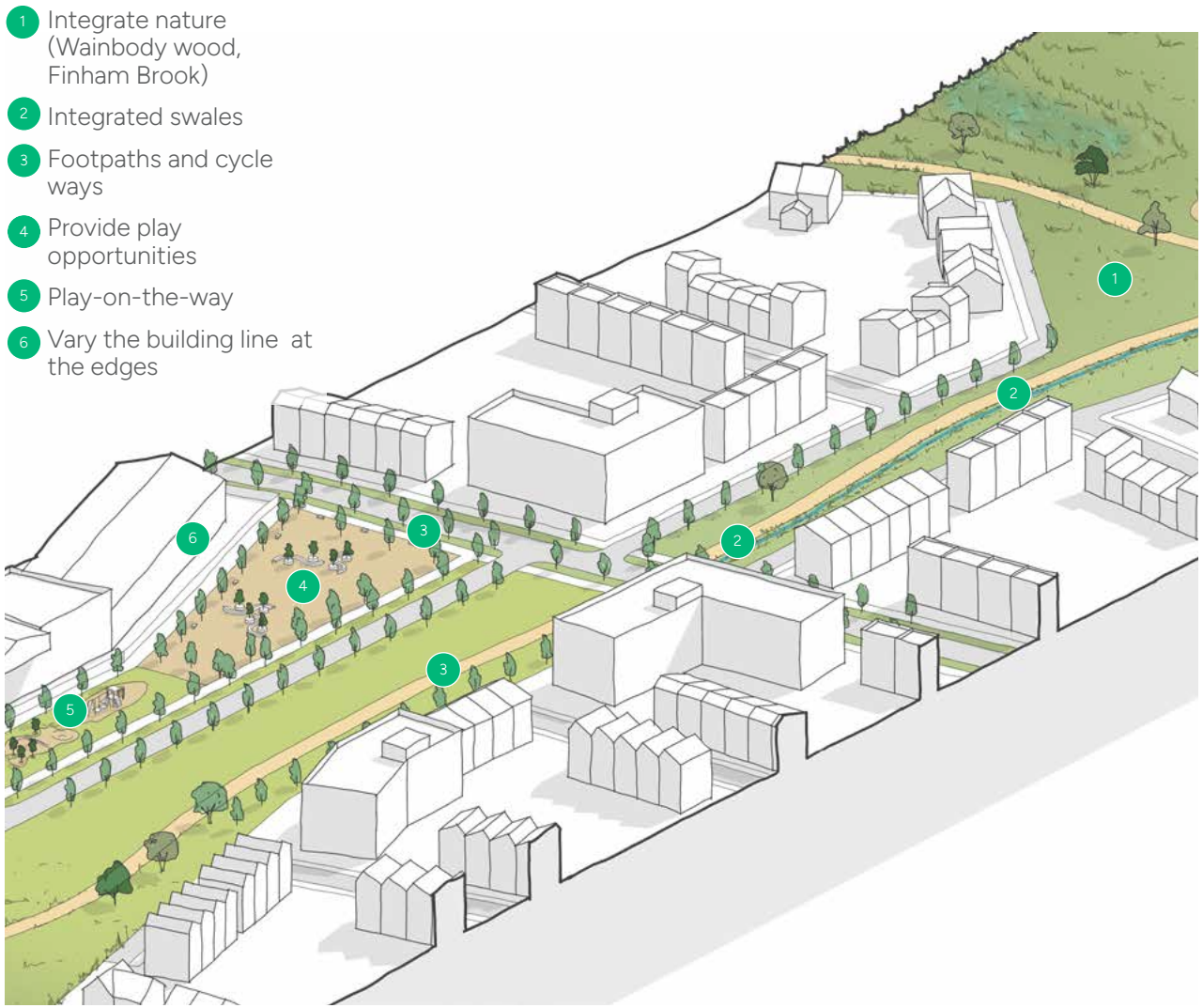


Figure 89 Diagram illustrating green corridor design principles

L05 Character and Context

- Tree-lined lanes, mature hedgerows, and hedgerow trees such as King's Hill Lane, should be retained and protected, gapping up could be undertaken where needed.
- Sensitive ecological and historic features (Finham Brook, native woodland, ancient monuments) should be buffered and protected.

L06 Integrating Views

- Views to notable features (Coventry Cathedral spire, ancient woodland) must be incorporated into the layout to strengthen the sense of place.
- Glimpse views to Wainbody Wood and Finham Brook should be maintained from key points within the development.
- Views into the site from the surrounding context must be considered, and a Landscape Visual Impact Assessment is recommended to inform design.
- Strategic landscape buffer planting should be integrated into the green and blue infrastructure strategy and overall landscape proposals. Structural landscape should be designed to permeate the development, reducing the impact on views.

1. Development arranged to open up views to the woodland and landscape features
2. New structural landscape and greenery permeates development to soften the appearance of built form
3. Play and swales can be located within area of open space at the edges.
4. Footpaths and cycle ways encourage access to green space

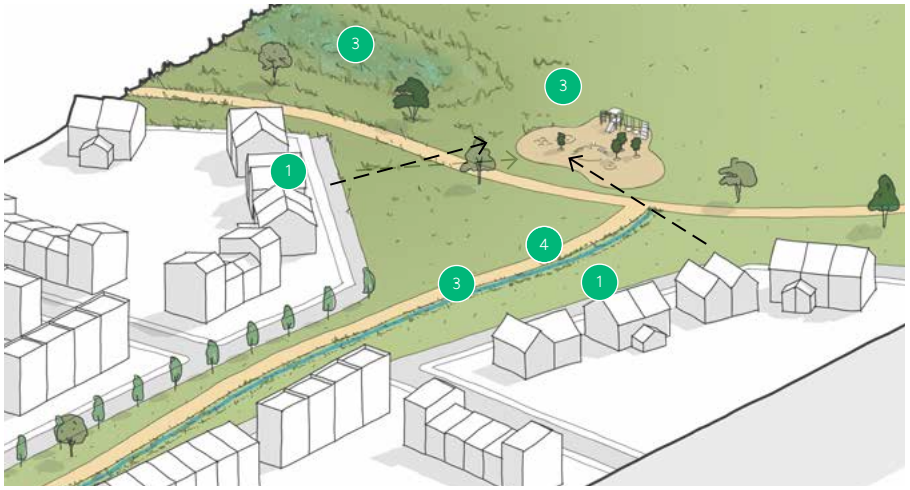


Figure 90 Diagram illustrating green edge design principles

L07 Tree-lined Streets

- Street trees should be planted in highway verges, not private curtilage.
- Full-maturity canopy coverage could be considered to provide shade and visual identity.
- Street trees should be deciduous high tree canopies to allow for sight lines.

L08 Safe Spaces and Streets

- Streetscape and building orientation should harmonise with POS, play areas, and ecological features.
- Sustainable travel corridors could improve public realm and safety.
- Green corridors should be designed with open sightlines and avoid hidden areas to reduce potential antisocial behaviour.
- Planting could be layered to provide ecological and visual interest while maintaining passive surveillance opportunities.
- Paths should be lit in key areas to

encourage safety. Sightlines should be wide and unobstructed.

- Lighting, trees, and layout could be designed to enhance perception of safety.
- Protected ecological areas should be fenced or buffered to avoid disturbance.

L09 Heritage and Culture

- Scheduled monuments and historic buildings should be integrated into the landscape design.
- Open space design could reflect the heritage character and cultural significance of the site, such as the 'erratic boulder', could become a centre piece of an open space.

L10 Public Art

- Art trails or installations could be included within open spaces to encourage community engagement.
- The SPD sets out broad principles, but p matters such as art trails, design of play areas will need to be set out in

L11 Planting and Species

- Species selection should follow WDC Landscape Guidelines: prioritise local native, climate-resilient, and pollinator-friendly species.
- New woodland, groves, copses or thickets could be created.

L12 Tree and Hedge Retention

- Trees and hedges should be retained where possible. Important hedgerows (under the Hedgerow Regulations 1997) require a separate application to remove, as they are vital wildlife corridors.
- Major applications require an AIA (following BS5837 guidelines) with the planning submission, detailing tree quality, root zones, and protection plans.
- Development should refer to WDC's policy for tree and woodland strategy.
- Two trees must be replaced for each tree lost.
- Development, hard surfacing such as roads and parks must not be proposed within tree canopy or root protection zones. A 5m metre stand off/buffer must be adhered to.
- New developments must demonstrate how existing mature trees and boundary hedges will be retained, protected during construction (using BS5837 guidelines), and integrated into the design.

L13 School Landscape and Boundary Treatments

The design of school boundaries shall accord with Secured by Design (SBD) principles. School perimeter fencing should:

- Be a minimum of 2.0 metres in height.
- Increase to 2.4 metres where adjoining: public highways, public footpaths or cycle routes, public open space or informal recreation areas.
- Fencing shall be of a robust, anti-climb design. Free of footholds or features that facilitate scaling. Constructed of durable, low-maintenance materials.

L14 Safe and Attractive Boundary Planting

All school boundary fencing visible from public or residential areas shall be accompanied by landscape planting that enhances visual quality without

compromising security.

Planting should:

- Follow Secured by Design guidance by avoiding dense or tall planting immediately adjacent to fencing
- Maintain clear sight lines and passive surveillance.
- Avoid creating concealed areas or climbing opportunities.

Planting shall comprise:

- Low or medium-height shrubs closest to fencing.
- Native hedgerows and specimen trees set back where space allows.
- Species selected to discourage access and loitering, where appropriate.

Where space is limited, green walls, trellis planting, or climbers fixed to secondary structures may be used, provided they do not enable access over the fence.

A minimum landscape buffer of 2 metres should be provided where possible between fencing and public areas, unless otherwise agreed with the Local Planning Authority.

All planting should be:

- Implemented at the earliest available planting season.
- Maintained for the lifetime of the development.
- Replaced where it fails or becomes overgrown in a manner that compromises security.

L15 Lighting and Surveillance

School boundaries should be:

- Overlooked by streets, paths, or buildings where possible.
- Supported by appropriate lighting to discourage anti-social behaviour
- Lighting shall avoid light spill into school grounds and nearby homes. Be coordinated with boundary planting and fencing design.

L16 Hardworks and Softworks palette

- Robust and high-quality materials should be specified. The use of natural aggregates and natural stone paving should be used where appropriate.
- Materials are chosen to be robust and clearly define the hierarchy of the spaces.
- The planting palette selection subtly supplements the quality of the retained existing trees.
- Brick walls and hedges should define exposed garden boundaries.
- Informal paths and surface treatments should be applied to gardens.
- Materials for paths, bridges, and street furniture should be low-carbon and climate-resilient while complementing the natural environment. (Refer to section 5.3 for material precedent images.

L17 Long-Term Management and Stewardship

- Landscape mitigation shall form environmental protection measures and shall be coordinated across development parcels.
- A long-term stewardship and maintenance strategy must be implemented and developed in collaboration with WDC.

5.7.3 Green and Blue Infrastructure Framework

Key

- WDC LP King's Hill Allocation boundary
- Residential parcels
- Local centre
- School
- Employment
- Contours
- Existing waterbodies
- Drainage ditch
- Retained green infrastructure including woodland, trees and hedges
- Proposed woodland and buffer planting
- Proposed tree planting
- Proposed wetland landscape
- Proposed amenity space
- Proposed parks and gardens
- Proposed natural and semi-natural
- Proposed allotments
- Proposed community gardens and orchards
- Proposed green corridors
- Informal paths
- Proposed SuDS
- Proposed Play (NEAP)
- Proposed Play (LEAP) / Pocket Park

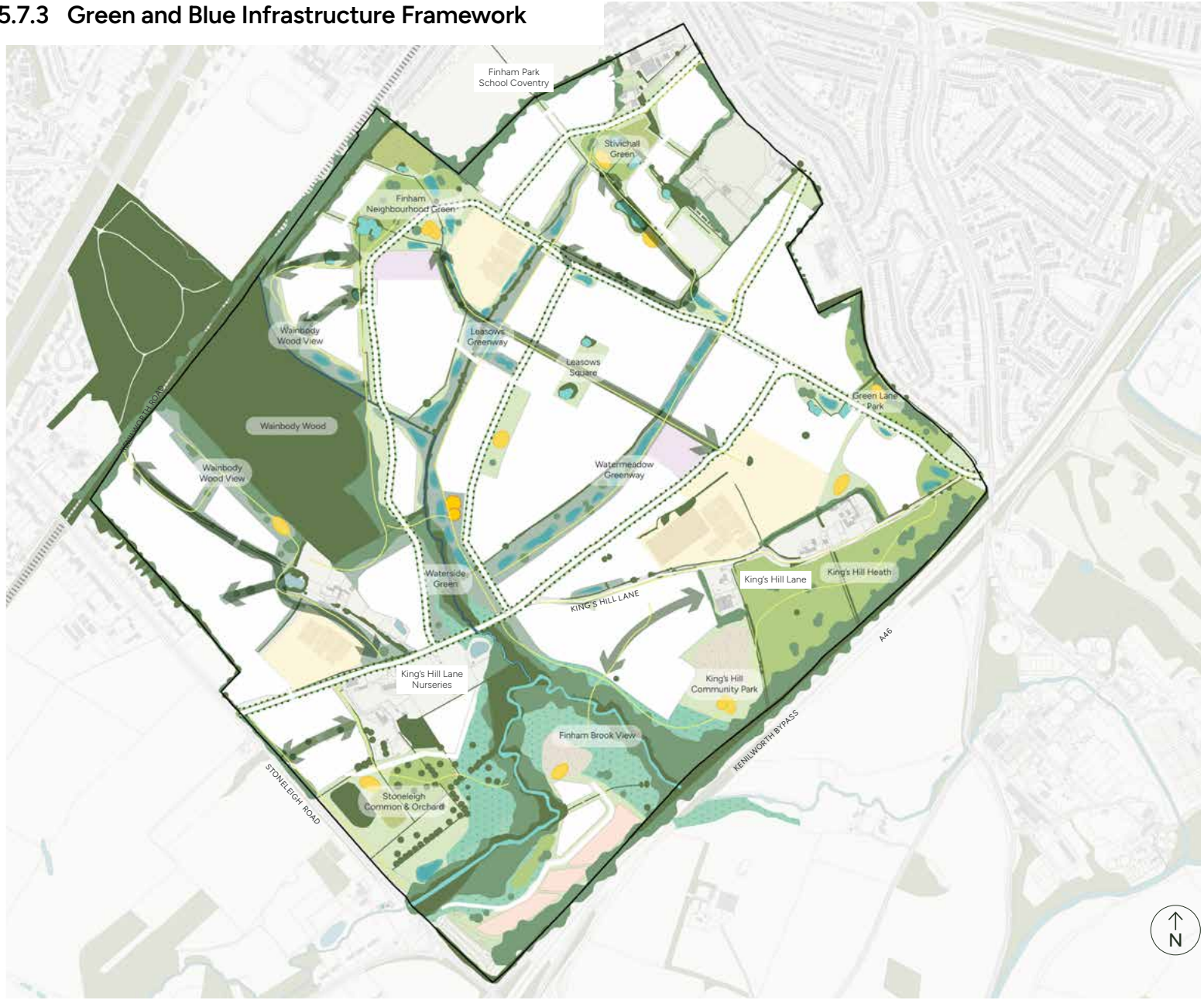


Figure 91 Green and blue infrastructure framework plan (to be read with figures 91 - 99)

5.7.4 Green and Blue Infrastructure Strategy

The following pages describe the key landscape principles for each open space typology featured within the masterplan. The name of each open space is referenced on figure 91, Green and blue infrastructure framework and should be read with the framework plan

Wainbody Wood View

Figure 92 Informal footpaths provide walking loop within buffer zones

- Buffer planting.
- Nature rich planting and meadows.
- Birds Hides.
- Walking paths and boardwalks, could be included for amenity and learning opportunities (within the buffer zone of woodland only).
- Education and Forest School.
- Nature Trails and educational signage.
- SuDs.
- Allotments and community growing.
- Low timber fencing to protect ancient woodland.

Finham Neighbourhood Green

Figure 93 Potential for community pop-up events at Finham Green

- Inclusive play equipment should be designed to encourage movement including, jumping, climbing, swinging and balance.
- Buffer from residential dwellings.
- Community/educational growing and sensory gardens.
- Duck ponds.
- Flexible Event space and lawns.
- Seating areas and pedestrian zones.
- Meadow planting.
- Street trees and hedges.
- Play for teenagers (table tennis, giant games such as chess).
- Cycle Storage.

Watermeadow and Stivichall Green

Figure 94 Multi-functional green corridors combine footpaths, swales, Countess Wells

- Tree planting and hedge
- SuDS should complement POS and not dominate it.
- Seating.
- Play-on-the-way, natural material play equipment.
- Meadow planting.
- Linear Trim Trails

King's HIll Lane Heritage Corridor

Figure 95 Sculptures could provide playful features within the landscape

- King's Hill Boulder Part LGS is a large glacial erratic boulder, historically important it could inform become a place-making feature within the heritage corridor
- Buffer planting - Low or medium-height shrubs closest to fencing
- Native hedgerows and specimen trees compliment existing character.
- Scheduled ancient monument - deserted village, educational and heritage interpretation.
- Enhanced Tree planting
- Privacy distances form existing homes
- Boundaries - low brick walls and hedges

Green Lane/Stoneleigh Pocket Parks

Figure 96 Pocket parks overlooked by homes and uses natural materials

- Inclusive play equipment should be designed to encourage movement, jumping, climbing, swinging and balance.
- Informal seating areas.
- Hedges combined with fencing to ensure a complementary park design
- Hedges and planting to screen from Green Lane.
- Sight lines and overlooking from nearby dwellings for natural surveillance.
- Cycle storage.
- Buffer from nearby residential dwellings.

Waterside Green

Figure 97 Pop-up community event at village green

- Inclusive play equipment should be designed to encourage movement including, jumping, climbing, swinging and balance.
- Informal seating areas
- Hedges and planting to screening from Green Lane.
- Sight lines and overlooking from nearby dwellings for natural surveillance.
- Cycle storage.
- Pedestrian crossing points should be demarcated using high quality surfaces and materials.

Stoneleigh Common and Orchards

Figure 98 Sensory, growing gardens and orchards

- Orchards.
- Arboretum.
- Allotments and growing gardens.
- Sensory gardens.
- Meadow planting.
- Informal footpaths.
- Seating areas.
- Bird hides.
- New woodland, copse, or pocket parks could be created.

Finham Brook View

Figure 99 Wetland areas and boardwalks

- Wetland areas.
- Bird hides.
- Walking paths, boardwalks, or dipping platforms could be included for amenity and learning opportunities.
- Nature reserve areas and planting.
- Low timber fencing to protect nature and wildlife.

King's Hill Lane Community Park

Figure 100 Activities for teenagers/children and seating, Gorton, Manchester

- LEAP/MUGA
- Teenager Play (interactive games, chess, table tennis)
- Neighbourhood Ponds
- SuDs
- Cycle Storage
- Lighting for safety during evenings, should be sensitive and consider nearby nature within Finham Brook.

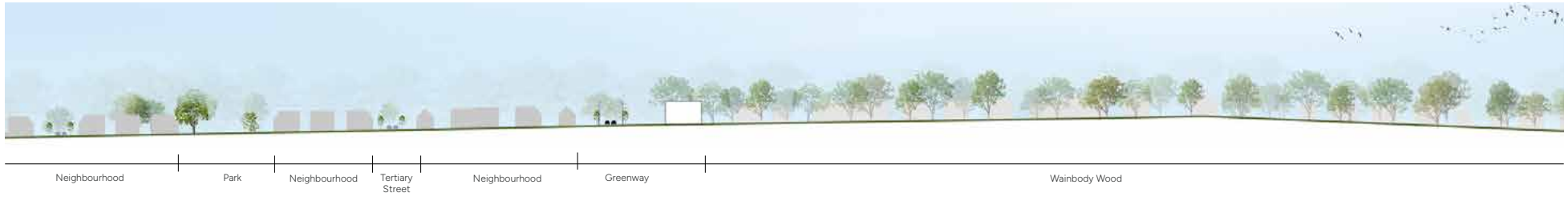
Section A

Section location plan

Section B

Section C

Section D



5.7.5 Public Realm and Landscape Design at Mixed Use Local Centres

- Streets trees proposed within pedestrian areas should be set within tree pits.
- Break up on-street parking with trees, low-level planting and rain gardens
- Enhanced with seating
- Way-finding and signage improves navigation and legibility.
- Surfaces and materials demarcate the pedestrian areas.
- Electric vehicle charging points.
- Cycle storage facilities.
- Bins and allowance for refuse collection.
- Hard surface materials that are complimentary to the context and setting, tarmac and concrete should be avoided.
- Pedestrian crossing points should be demarcated using high quality surfaces and materials.

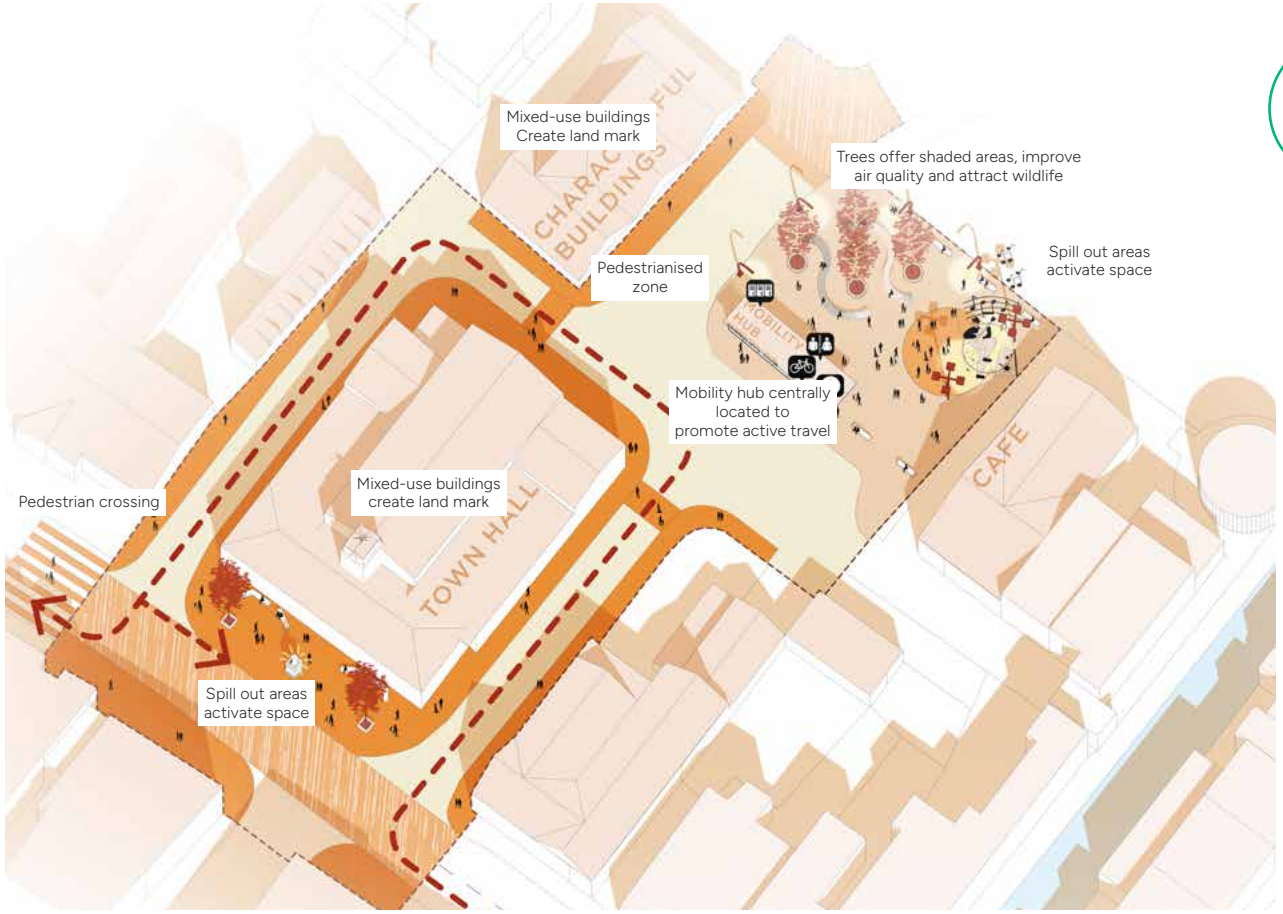


Figure 104 Diagram illustrating community hub public realm design principles

Figure 101 Active ground floors frame space at Chester

Figure 102Cycle hub located centrally within a local centre promotes active travel

Figure 103 Way-finding enhances navigation

5.7.6 Sustainable Drainage Systems Design Codes (SuDS)

Objective

To manage surface water sustainably, reduce flood risk, enhance water quality, and deliver multifunctional green infrastructure that supports biodiversity, recreation, and landscape character at King's Hill Lane.

S1 General SuDS Requirements

All new developments must incorporate Sustainable Drainage Systems (SuDS) .which must:

- Reduce surface water runoff to greenfield rates where feasible,
- Protect downstream watercourses, including Finham Brook.
- Be integrated into the landscape design and public open space network.
- Support biodiversity and visual amenity through multifunctional design.
- Be designed for maintenance and

Figure 105Example of swales integrated within green corridors

long-term stewardship.

S02 Integration with Ecology

- Should be located outside ecological buffers, LWS, and ancient woodland buffers unless compatible designs are agreed with ecologists.
- Contribute to the Finham Brook corridor and green infrastructure network.
- Use native wetland and marginal species to enhance habitat.
- Include gentle slopes and naturalistic edges for amphibian, otter, and bird access.
- Edges could be irregular and natural in form, with marginal and aquatic planting.

S03 Heritage and Visual Integration

- Avoid visually intrusive engineering in views from heritage assets, including the Scheduled Monument and Wainbody Wood.
- SuDs should be integrated with open spaces, parkland, and amenity green spaces to enhance recreation, aesthetics, and place-making.

S04 Flood Risk and Maintenance

- Flood attenuation and storage features must not increase risk to third parties.
- A long-term management plan must be submitted.

Figure 106 Precedents images of public realm inspired by heritage

Nature Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Nature and Public spaces:

- National Planning Policy (NPPF), Section 12, 14, 15, 16
- National Design Guide, Section 5, 6
- National standards for sustainable drainage systems (SuDS)
- Biodiversity Net Gain
- Building for a Healthy Life: Streets for All
- Warwickshire Design Guide, Annex 8
- Warwickshire Local Nature Recovery Strategy
- Flood Risk Guidance for Development
- Warwick District Council Local Plan, Policy NE1, NE2, NE3, NE4, NE7, CC1, FW1, FW2
- Residential Design Guide SPD
- Public Open Space SPD
- Biodiversity Action Programme
- Warwick District Council Tree and Woodland Strategy

5.8 Uses Design Codes

5.8.1 Uses Design Codes

Objective

Land uses have been distributed across the site to ensure that local facilities are accessible for everyone, encouraging walking and cycling, interaction and social cohesion.

Landmark

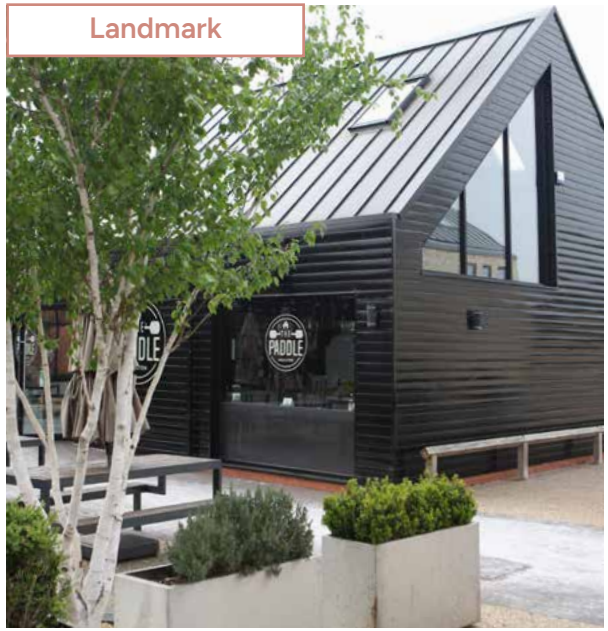


Figure 109Community facilities, Houlton

Growing

Figure 108 Community gardens

Spill out space

Figure 107 Cafes at ground floor spill out into pedestrian square, Kelham, Sheffield

U01 Mixed Use Local Centres

The following potential uses could be accommodated within the local centres, subject to market assessment and commercial advice:

- **Class E** (Commercial, Business and Service).
- **Retail:** Shops, showrooms, post offices (formerly A1).
- **Leisure:** Indoor sports, fitness centres, gyms (formerly D2).
- **Offices:** Business (B1) uses.
- **Community/Health:** Health centres, clinics, day nurseries, crèches (formerly D1).
- **Food/Drink:** Cafes, restaurants (A3) where consumption is mostly on-site.
- **Class F** (Local Community & Learning): For more specific community needs.
- **F2 (Local Community)**: Small local shops, community halls, indoor/ outdoor sports (like pools/rinks).
- **Sui Generis** (Unique): Uses that don't fit U02 other classes or are deemed special.

Figure 110 Land use framework

U02 Uses at A46 Gateway and Corridor

The area south west of the site adjacent to the at the A46 Gateway/corridor, has the potential to deliver non-residential uses, considering the noise, topography and visual impacts to residential development. Land in this area could be efficiently used for non-residential uses. The potential non-residential uses recommended include:

- **Class E** (Commercial, Business and Service).
- **Offices:** Business (B1) uses.
- **Food/Drink:** Cafes, restaurants (A3) where consumption is mostly on-site
- **F2 (Local Community)**: Small local shops, community halls, indoor/ outdoor sports (like pools/rinks).
- **Sui Generis** (Unique):

Non-residential use at the A46 gateway is subject to further technical assessment to consider the constraints such as flood zone, oil pipeline, noise and wildlife, refer to section 4 for constraints. In addition market and commercial advice should influence the proposed uses.

Uses to be avoided at the A46 Corridor:

- The types of uses that should be avoided at the A46 gateway/corridor are B8 industrial. At the prominent part of the site, the gateway arrival and views must not be compromised.

U03 Building Frontages

Blank façades and inactive frontages should be avoided in future development, as active frontages are closely linked to safety due to there being more active surveillance. Blank frontage areas can feel dangerous as anti-social behaviour can take place out of sight. New development should seek to comply with the following design codes and recommended policy guidance.

U04 Mixed Use Centre Buildings

- At mixed-use local centres and hubs, a mix of building typologies should include mews, town houses and duplexes, apartments to ensure variety and visual interest, as well as delivering optimised densities.

U05 Interfaces Between Uses

- Location and design of various land uses should ensure compatibility between existing and proposed uses, taking account of noise, odour, lighting and operational characteristics.
- Community, commercial uses, schools and sports facilities should be designed to minimise environmental impacts on nearby sensitive receptors through layout, orientation and operations.
- Large scale development should establish a clear hierarchy of streets, integrated with the surrounding context.

Active Ground Floors

Figure 111 Active ground floors provide surveillance to space

U06 Community Facilities

Community facilities should include a range of services which meet local needs, a mix of uses could include:

- Village halls, hubs or cultural facilities,
- Local shops, pubes/cafés
- Medical facilities, GP's, dentists
- Places of worship,
- Home working hubs.

The masterplan should be designed to reduce opportunities for crime and anti-social behaviour through natural surveillance, clear ownership, active frontages, and safe movement networks.

Key design features for community facilities:

- GP's must be prioritised in accordance with s106 associated with the planning application W/18/0643.
- Provide adequate vehicle and cycle parking provision for the community, visitors and staff.
- Orientation of the building to maximise any potential outdoor space. I.e., café with an outside space, activities and events being able to be held in an outside space.
- Facilities must be positioned where they are easily reached on foot and cycle, integrated with other daytime uses where appropriate.
- The s106 associated with outline application W/18/0643 sets the requirement for the community centre to be provided within the phase 3a land by the 1,525th occupation and for a Maintenance and Management Plan to be submitted to the Council by 100th dwelling and details of the specification to be provided and agreed by the 1st occupation. It is expected that the unpermitted areas will be required to pay s106 contributions towards the ongoing running and maintenance of the community centre.
- The detailed specification of the land use mix and quantum's must be agreed with the Council.

Community

Figure 112 Community facilities at the heart of development, Houlton

Landmark buildings

Figure 113 Mix of uses frame public space

5.8.2 Education facilities

These design codes set out the spatial, land, access, and delivery requirements for education provision to support the planned residential development. They are intended to inform masterplanning, site allocation, and detailed design.

U07 Pupil Yield and Form of Entry (FE)

Based on current pupil yield multipliers, a development of approximately 4,000 dwellings is predicted to generate a total pupil yield of 5.6 Forms of Entry (FE) at primary level.

U08 Education provision shall therefore be planned to ensure:

- Delivery of two primary school sites, each capable of accommodating a 2FE primary school at opening.
- Both primary school sites must be designed to allow future expansion to 3FE, should demand require.

U08 Primary School Requirements

- Each primary school site shall:
- Support a 2FE primary school with:
- Nursery provision, and
- Specialist Resource Provision (SRP).
- Be capable of expansion to 3FE without compromising site functionality or educational standards
- The indicative site area for each primary school shall be approximately 2.8 hectares, and the area shall be no less than 2.5 hectares.

U09 Secondary School Requirements

One secondary school site should be provided. The school shall:

- Open initially as a 6FE secondary school,
- Be capable of expansion to 8FE,
- Include a sixth form, and Specialist Resource Provision (SRP).
- The indicative site area for the secondary school shall be approximately 8 hectares.
- A reduced site area of 7 hectares may be acceptable, subject to detailed design and agreement with the education authority.

U10 Site Characteristics and Constraints

- All education sites (primary and secondary) shall meet the following criteria:
- Be relatively flat to facilitate efficient construction and safe use.
- Be free from public rights of way, major easements, and constraints such as overhead power lines.
- Not be located in areas prone to flooding.
- Be regular in shape, preferably square or rectangular, to enable efficient layout of buildings and outdoor space.
- Existing hedgerows and trees may be retained where appropriate, subject to their location and impact on site usability.

U11 Boundaries and Relationship to Housing

- All school sites shall be securely fenced.
- The location of schools in relation to surrounding dwellings should take into account safeguarding, noise and activity levels, and a clear definition between public and private space.

U12 Sports Provision and Community Use

Where public or community sports pitches are proposed, they may be delivered through shared use of school facilities, subject to the following:

- All pitches must be located within the school site.
- Community access cannot be guaranteed, as schools are expected to operate as academies, with ultimate control resting with the academy trust.
- Any shared-use arrangements shall be discussed and agreed in principle at the masterplanning stage.

U13 Access, Movement, and Safety

- School sites shall be designed to provide safe and direct pedestrian and cycle access for pupils.
- School safety zones shall be incorporated into the surrounding street network.
- Provision for parent parking shall be minimised, reflecting the expectation that most pupils will reside within the local area.
- Servicing and emergency access must be accommodated without conflict with pupil movement.

Ongoing collaboration is required to ensure that education provision is delivered in a timely, accessible, and policy-compliant manner.

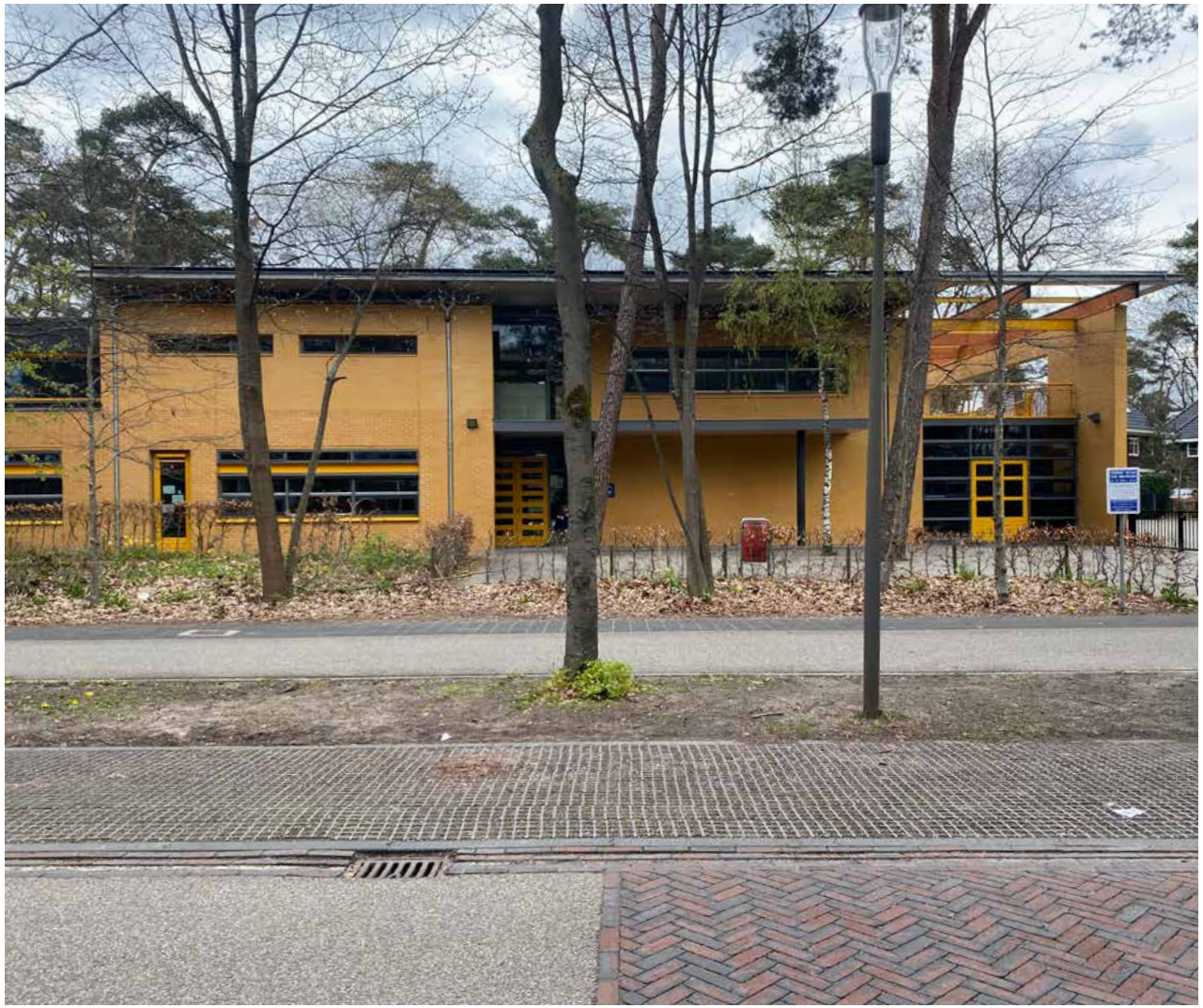


Figure 114 Example of school building integrated within the landscape and centrally located, Netherlands

5.9 Homes and Buildings Design Codes

5.9.1 Homes and Buildings Design Codes

Objective

Homes and buildings shape the health and well-being of people's lives and should be adaptable over time. Functional, accessible homes should contribute positively to the environment.

H01 Space Standards

- Homes should be designed to meet the Nationally Described Space Standards (2015), in accordance with Warwick District Council Local Plan Policy H6 (or successor policy).
- Where deviations are proposed, these must be clearly justified having regard to site viability and the most up-to-date Warwick District Housing Needs Assessment (HNA).

H02 Inclusive and Accessible Homes

- Homes should be designed to support lifetime occupation, including step-free access where feasible.
- Buildings should address the Government's Inclusive Mobility Guidance and align with Building for a Healthy Life principles.
- All residential development shall comply with Approved Document M. All homes shall be provided to a minimum of Building Regulations M4(2). A proportion of dwellings shall meet M4(3), comprising 2.5% of market homes to M4(3)(a) and 5% of rented affordable homes to M4(3)(b), informed by the Strategic Housing Market Assessment. Where suitable residents for M4(3)(b) cannot be identified, provision may revert to M4(3)(a), subject to agreement with the Local Planning Authority.

H03 Aspect and Daylight

- Development layouts should maximise opportunities for good daylight and sunlight in accordance with published standards"
- Main living spaces should face south or east–west wherever practicable.
- Apartments should be dual aspect where possible to maximise daylight, ventilation, and environmental quality.

H04 Private and Communal Outdoor

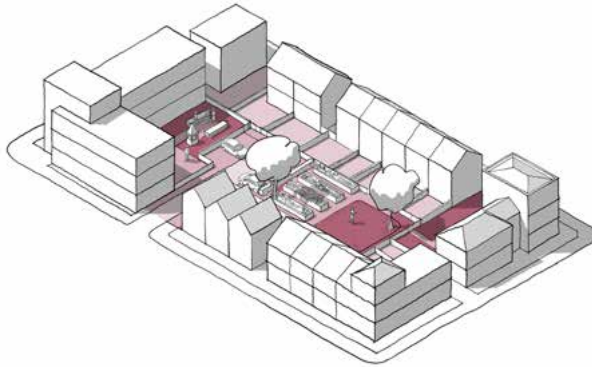


Figure 115 Source Image: National Model Design Code. Digram illustrating perimeter blocks incorporating outside communal amenity space

Figure 116 Example of amenity space on the roof at Accordia, Cambridge

Figure 117 Example of apartments with balconies and winter gardens, Manchester

Space

- All dwellings should be provided with access to adequate private outdoor amenity space, consistent with published standards.
- Privacy distances for rear gardens and habitable room windows must comply with the WDC Residential Design Guide SPD, with a minimum separation distance of 21 metres between facing habitable room windows.
- Balconies must be of sufficient size to be genuinely usable and comply with guidance and Building Regulations, ensuring good levels of privacy, safety, accessibility, and residential amenity.
- Apartment schemes should provide communal outdoor amenity space in addition to private space, in accordance with published standards.
- Communal gardens should be accessible directly from surrounding dwellings or from shared circulation areas.

Figure 118 Cycle storage is integrated within the building envelope

- Adequate consideration must be given to privacy, defensible space, and overlooking around the perimeter of communal gardens.

H05 Storage

- Cycle storage must be provided in accordance with Warwick District Council standards, the Residential Design Guide SPD, and Local Plan Policy TR2 (Parking).
- Refuse and recycling storage must be provided in convenient and accessible locations, in accordance with published standards.

H06 Adaptability

- Homes should be designed to allow for flexible internal layouts and future adaptation, supporting lifetime living and changing household needs, including step-free access in accordance with published standards.

H07 Lighting, Daylight, and Sunlight

Development proposals must demonstrate that internal daylight and sunlight have been considered at the masterplanning and layout stage, including step-free access in accordance with published standards", taking account of:

- Building orientation
- Window positioning and size
- Glazing performance, including appropriate U-values

Generous levels of glazing should be provided where appropriate, while ensuring that overheating risks are mitigated through appropriate design measures.

Apartments should be dual aspect where feasible to enhance daylight, ventilation, and thermal comfort.

Good quality housing should provide a pleasant internal environment with:

- Adequate levels of natural daylight and sunlight
- Good quality ventilation
- Privacy from overlooking
- Minimal noise impact

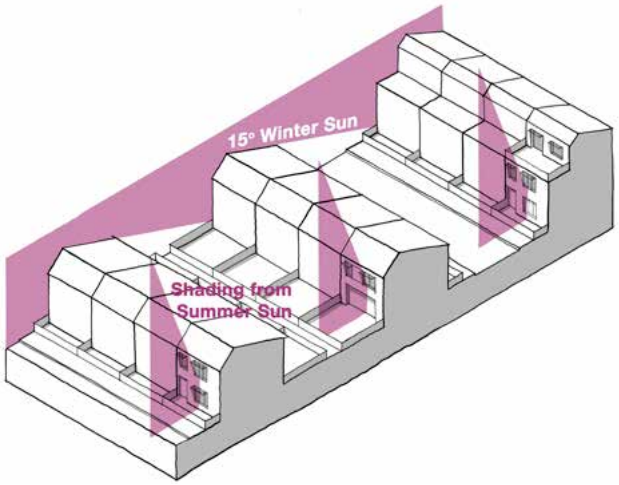


Figure 119 Diagram illustrating buildings orientation designed to maximise sunlight and shading. Source image: National Model Design Code

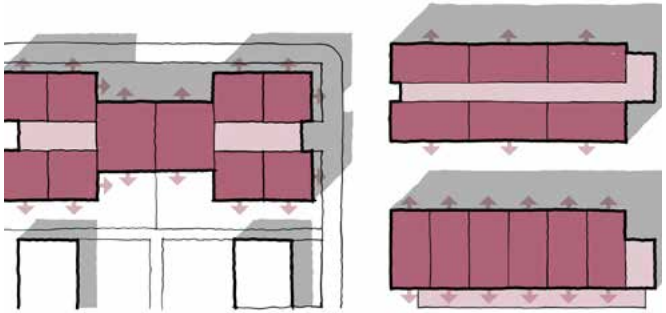


Figure 120 Diagram illustrating dual aspect apartent layouts, Source image: National Model Design Code

- No reliance on permanently closed windows to achieve acceptable internal conditions
- Lighting associated with buildings must be designed to avoid unacceptable impacts on residential amenity.

Figure 121 Bin and cycle storage is integrated within the building envelope, Copenhagen

H08 Refuse and Recycling Requirements

- External storage for waste and recycling should be provided to the rear or side of properties and integrated sensitively so that it is not visually prominent from the street, including step-free access in accordance with published standards.
- Private drives should be designed to ensure that acceptable bin drag distances can be achieved, consistent with Warwick District Council waste collection requirements.

H09 Safety and Security

- Homes should be designed in accordance with Secured by Design principles and in accordance with published standards.
- Layouts should promote natural surveillance through appropriate orientation and overlooking of streets, footpaths, and communal spaces.

H10 Acoustics

- Homes should be designed to provide healthy internal and external living environments, with particular emphasis on acoustic comfort, in accordance with published standards.
- Acceptable noise environments must be achieved through good acoustic design and site layout, especially at the A46 Gateway and corridor where vehicle noise could impact homes.
- Closed windows is not an acceptable means of mitigation.

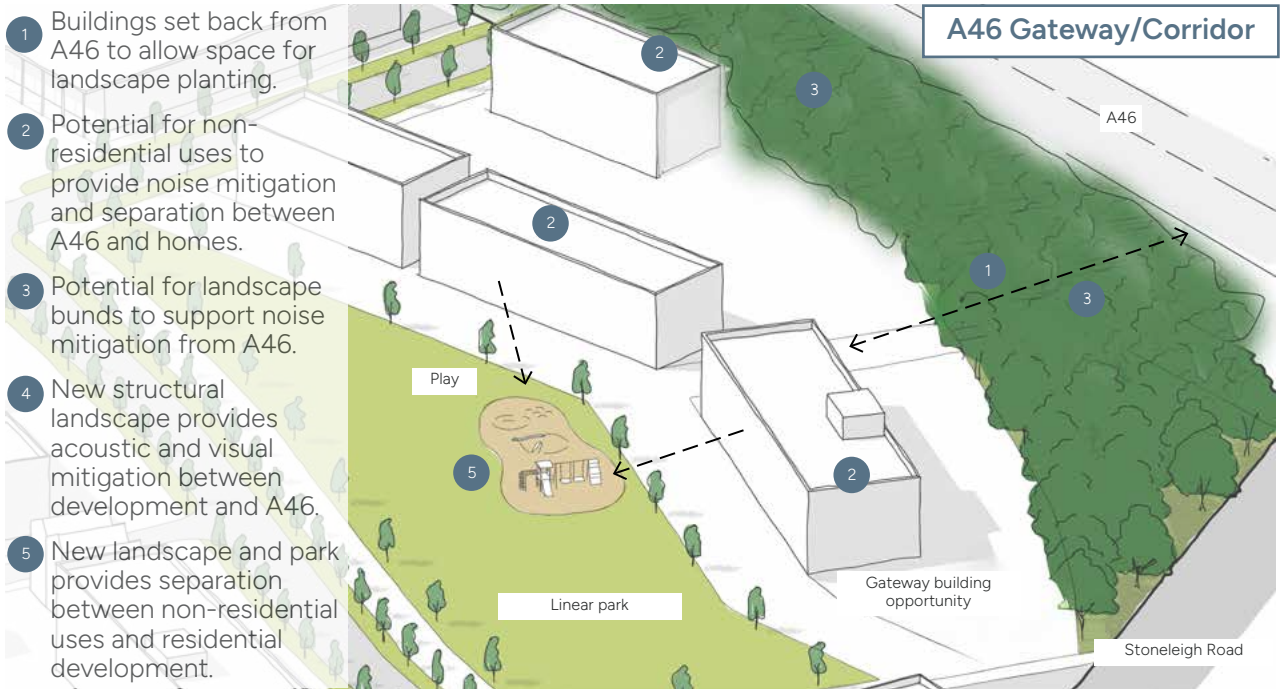


Figure 122 Diagram illustrating A46 Gateway/corridor noise mitigation design principles

H11 Housing Tenure, Mix and Quantum

Up to 4000 homes should be provided within the allocation site.

Provision should be in accordance with the latest published assessment of housing need, such as the Housing and Economic Development Needs Assessment, or any documents that supersede it such as the emerging Strategic Housing Market Assessment (SHMA).

Residential development should provide a diverse mix of dwelling sizes, including:

- 1 bedroom homes for single-person and older households.
- 2 bedroom homes for couples, downsizers, and small families.
- 3-4 bedroom homes for families, with emphasis on affordability.

The housing mix may be reviewed at Reserved Matters stage to reflect updated evidence, subject to Council agreement.

H12 Affordable Homes

Deliver a policy compliant level of affordable housing, with priority given to social rent and affordable rent.

Provide a balanced mix of dwelling sizes, with particular emphasis on**:**

- 1 and 2 bedroom homes.
- Affordable family housing (3+ bedrooms).
- Affordable housing should be integrated throughout the site and be tenure-blind in design.

H13 Older Persons' and Specialist Housing

- Provision should be made for older persons' accommodation and/or specialist housing, informed by up-to-date local evidence.
- Older persons accommodations should be Integrated into the wider neighbourhood and located close to services, public transport, and open space.
- Development will need to plan for specialist provision for adults with disabilities and accommodation for old people, in line with the latest needs assessments. The level and type of provision should be determined in consultation with Warwickshire County Council's Social Care and Health Commission team.

The housing mix may be reviewed at Reserved Matters stage to reflect updated evidence, subject to WDC's agreement.

H14 Housing Typologies

The masterplan should include an appropriate range of:

- Terraced housing.
- Semi-detached housing.
- Detached housing.
- Apartments.
- Bungalows and level-access homes.

The distribution of housing typologies should:

- Reflect the surrounding built context and settlement pattern.
- Support efficient land use, particularly through terraced homes and apartments.
- Respond to lifetime housing needs, with bungalows and level access homes contributing to older persons' accommodation.

Apartments and higher density typologies

should be:

- Located in areas with access to public transport, services, and open space.
- Designed with high-quality internal and external amenity provision.

Lower density typologies, including detached and semi-detached homes should be:

- Be located towards site edges or where they respond positively to adjacent development.
- No single dwelling size should dominate more than 50% of total units, unless otherwise justified.

Apartments

Figure 124 Apartments add variety to corners of streets

Detached houses

Figure 125 Detached homes overlooking green edge

Terraced houses

Figure 126 Town houses frame view of church

Barnstead

Figure 123 Barnstead typology

Homes and Buildings Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Homes and Buildings:

- The Building Regulations 2010
- National Planning Policy (NPPF), Section 8, 12,14
- Future Homes Standard
- The Nationally Described Space Standards (2015)
- National Design Guide, Section 8
- Building for a Healthy Life: Distinctive Places
- Warwick District Council Local Plan, Policy BE1, HS1, HS7, CC1
- Residential Design Guide SPD
- Coventry & Warwickshire Housing & Economic Development Needs Assessment (HEDNA)

5.10 Resources and Lifespan Design Codes

5.10.1 A Comprehensive and Visionary Approach to Sustainability

In a global context where the impacts of climate change are increasingly evident through extreme weather events, ecological decline and the declaration of Climate Emergencies by national and local authorities, it is essential that new development responds with a comprehensive, proactive and future-focused sustainability agenda.

Delivering this ambition requires more than policy compliance alone; it demands a clear vision and decisive action. As a significant development opportunity, King's Hill has an important role in supporting the sustainability objectives identified within Warwick District Council policy, including the Net Zero Carbon Supplementary Planning Document, the transition to net zero carbon, biodiversity enhancement, climate resilience and the creation of healthy, inclusive communities. Unpermitted development areas within the site allocation for King's Hill Lane should address the requirements of these policies and seek not only to meet these objectives but to establish a high-quality precedent for sustainable development.

5.10.2 The United Nations Sustainable

Development Goals (SDGs) provide an internationally recognised framework for addressing environmental, social and economic challenges. The King's Hill Lane masterplan aligns with the principles of the UN SDGs and Warwick District Council's sustainability priorities, while adopting a bespoke, site-specific approach that responds to local context, constraints and opportunities. This ensures that global and district-wide ambitions are translated into practical, place-based outcomes tailored specifically to King's Hill Lane.

Figure 127 United Nations sustainable development goals

5.10.3 King's Hill Lane Sustainability Goals

Net Zero Carbon

Climate Action - This objective supports Warwick District Council's net zero ambitions through energy-efficient design, low-carbon construction, and the integration of renewable energy technologies to minimise both operational and embodied carbon.

Enhancing Biodiversity

A Life on Land - This goal responds to local ecological priorities by delivering biodiversity net gain through habitat creation, green infrastructure and long-term landscape management, contributing to nature recovery and ecological resilience.

Social Value

Sustainable Cities and Communities - The development seeks to foster inclusive, accessible and resilient communities, delivering social, cultural and economic benefits that reflect local needs and aspirations.

Sustainable Water Cycle

Clean Water and Sanitation - This objective promotes responsible water management through integrated drainage strategies, water efficiency measures and climate-resilient flood mitigation, protecting local water resources and downstream environments.

Sustainable Development

Responsible Consumption and Production - This goal supports compact, well-connected development, sustainable transport choices and efficient land use in accordance with Warwick District Council policy.

Health and Wellbeing

The masterplan prioritises environments that support physical and mental health through access to green space, active travel routes, high-quality public realm and opportunities for recreation and social interaction.

Aligning with UN Sustainable Development Goals and WDC's policy Objectives

The King's Hill Lane sustainability framework aligns with the UN Sustainable Development Goals and Warwick District Council's policy objectives, while delivering a bespoke, place-led strategy that ensures sustainability is embedded throughout the design, delivery and long-term stewardship of the site.

Net-zero carbon

Active travel

- Promote active travel by enhancing and improving pedestrian and cycle crossings and access to facilities including university, airport, railway stations, centre.
- People focused - designed to prioritise pedestrians and cyclists.
- Create a safe and accessible environment for all.
- Sustainable and good quality materials in the built form and public realm.
- Promote circular economy
- Re-use and recycling, reducing waste and supporting a circular economy.

Enhancing Biodiversity

Green Infrastructure

- Provide functional amenity space such as pocket parks within the streets and spaces.
- Re-wilding and natural capital enhancement.
- Sustainable Urban Drainage Strategy (SuDS)
- A SuDS and swales create further stable natural environments to help reverse the loss of habitats for wildlife.

Social Value

Community Activator Projects

- Create community projects, involving the local communities.
- Opportunity to create a people focused development, engaging the new community.
- Opportunity for growing and food production (fruit, vegetables and food) for the community.
- Water stations for the community
- Sustainable lighting through the development sensitive to the surrounding wildlife and community, changing through the seasons to adapt to changes in natural light.
- Foster technology and innovation with smart technology where possible.

Sustainable water cycle

Slow, hold and filter

- Integrate a treatment train solution within the new development.
- Implement roof water storage and slowed run off, integrated into a filtration system, connected to the Mill Brook.
- Integrate water storage opportunities within the development to encourage grey water usage.
- Monitor water usage in homes.
- Finham Brook wetlands
- Opportunity for nature areas such as wetlands and meadows
- Implement nature education with forest schools., kitchens and nature reserve study.

Intergenerational Living

Urban and social investment

- Mixed tenure homes for all (including affordable homes).
- Connect employment opportunities within the surrounding area, such as the Airport and University.
- Active routes towards the university, Coventry, Kenilworth and Finham and surrounding assets.
- Create a 20 minute neighbourhood.
- Implement school outreach into the community.
- Eliminate waste during all processes of development, throughout the development's lifetime.

Health and wellbeing

Inclusive Play

- Inclusive and accessible to encourage outdoor activity and social cohesion.
- Opportunities for formal and informal play, such as formal sports pitches and kick around area.
- High-quality cycle and pedestrian routes, accessible for all
- Encourage people to walk or cycle to destinations, reducing reliance on the car.
- Interactive play for teenagers and adults.
- Natural play equipment and potential for recycling or re-use within designs.

Resources and Lifespan Design Codes

RL01 Air Quality

- Air quality mitigation should be planned and delivered through a coordinated, site-wide approach across all development parcels.
- Damage cost contributions and other mitigation funding should be directed to-wards agreed on-site and/or off-site mitigation measures through a collective strategy.
- Environmental mitigation measures should be embedded within the masterplan and design codes to ensure long-term protection of residential amenity.

RL02 Renewable and Low-Carbon Energy

- Development should demonstrate the integration of renewable and low-carbon energy technologies in line with the Future Homes Standard and best practice.
- Energy strategies should follow the energy hierarchy, prioritising demand reduction before on-site generation.

RL03 Solar Energy

- Buildings should incorporate solar photovoltaic panels on suitable roof areas where orientation, pitch and layout allow effective solar gain.
- Solar water-heating systems should be integrated where viable to reduce reliance on fossil-fuel-based heating.

RL04 Low-Carbon Heating and Cooling

- Ground-source and air-source heat pumps should be prioritised to minimise operational carbon emissions and support net-zero-ready homes.

RL05 Wind Energy

- Proposals for micro wind generation should be supported by an assessment of local wind conditions and potential impacts to ensure effectiveness and suitability.

RL06 Infrastructure and Coordination

Developers must engage early with utilities providers, highway authorities, tele-communications companies and other stakeholders to:

- Minimise disruption and energy consumption during construction; and
- Ensure adequate grid capacity to support renewable energy generation and electric vehicle charging infrastructure.

RL07 Construction and Phasing

- Construction phasing should be coordinated across development parcels to minimise environmental impacts on existing and newly occupied homes.

RL08 Orientation and Passive Design

Buildings should reduce energy demand through passive design measures including orientation, solar gain, shading, high levels of insulation and ventilation with heat recovery.

Layouts should:

- Orientate homes on a north–south axis where possible;
- Locate principal living spaces and glazing to the south to maximise winter solar gain;
- Minimise east–west glazing to reduce summer overheating; and
- Incorporate canopies and overhangs for shading.

RL09 Urban Cooling and Climate Resilience

- Urban cooling should be achieved through integrated landscape design

including tree planting, shading, water features and the use of deciduous trees for seasonal comfort.

- Materials should be low-carbon, durable and climate-resilient, particularly within hard landscaping and public realm areas.

RL10 Water and Resources

- Homes should be net-zero ready and designed for long-term adaptability.
- SuDS should be integrated as multifunctional landscape features, with permeable paving prioritised (refer to Nature Design Codes).
- Fabric performance should exceed minimum Building Regulations standards where feasible.
- Water efficiency measures should be incorporated, including rainwater harvesting and water butts.

RL11 Innovation

- A site-wide or district heat network could be explored, subject to feasibility, given the scale of development.

RL12 Sustainable Neighbourhoods

- Development should support 20-minute neighbourhood principles, ensuring access to services, facilities and public transport.

RL13 Urban Greening and Electric Vehicles

- Mixed-use centres, schools and higher-density areas should maximise opportunities for urban greening, including rain gardens, green roofs and green walls.
- Electric vehicle charging provision should be delivered in accordance with the adopted Parking Standards SPD.

Figure 128 Elmsbrook, Eco-village, Bicester

Sustainability Policy and Guidance

Future development proposals should consider the following policy and guidance in relation to Sustainability:

- National Planning Policy (NPPF), Section 2, 9,14
- Future Homes Standard
- National Design Guide, Section 9,10
- Building for a Healthy Life: Streets for All
- Warwick District Council Local Plan, Policy SC0, CC1, FW2
- Net Zero Carbon Supplementary Planning Document
- Warwick District Council NET ZERO CARBON
- DEVELOPMENT PLAN DOCUMENT
- Residential Design Guide SPD, Section 7

This section provides a strategy for phasing, delivery and infrastructure requirements for future deliverability

6. Phasing & Infrastructure

6.1 Phasing & Delivery

6.1.1 Phasing and Delivery at King's Hill Lane

It is essential to secure long-term quality and functionality and to ensure that the delivery of development at Kings Hill is coordinated, sustainable, and supports early provision of infrastructure, open space, and ecological mitigation.

Phased Development Strategy

- Development must be delivered according to a comprehensive, site-wide phasing plan, approved by the local planning authority.
- Phasing must sequence key infrastructure, green spaces, and access routes to ensure early functionality of community, ecological, and transport links.

Early phases should not compromise the delivery or function of later phases, particularly in relation to:

- Scheduled Monument buffers and heritage assets,
- Ecological corridors and Finham Brook buffers,
- Primary access points and the street hierarchy.

6.1.2 Early Delivery of Open Space and Community Facilities

Public open space, parks, and ecological corridors must be delivered in tandem with housing phases to ensure:

- Immediate access to recreation and green infrastructure,
- Early establishment of ecological networks,
- Integration with active travel routes.
- Play and youth facilities must be provided within the first phases of housing completions within each neighbourhood or character area.
- A site-wide POS Management & Maintenance Plan is required, including long-term stewardship.
- Community facilities (nursery, local centre, sports facilities) must be operational before the first occupation of associated housing where they form part of essential local infrastructure.

6.1.3 Infrastructure Coordination

- Essential utilities (water, drainage, electricity, broadband) must be delivered prior to first occupation in each phase.
- Sustainable Drainage Systems (SuDS) must be fully operational for each phase to manage surface water run-off and support ecological habitats.
- Transport and access infrastructure, including internal streets, footways, cycleways, and public transport connections, must be delivered to serve each phase from first occupation.

6.1.4 Heritage and Archaeology Considerations

Phasing must respect heritage assets, particularly:

- Scheduled Monument and associated buffer zones,
- Listed buildings adjacent to development parcels.
- Early phases near heritage assets must avoid earthworks, utility trenching, or construction traffic that could adversely affect archaeology or landscape character.
- A watching brief or archaeological mitigation strategy must be implemented in early phases where archaeological potential is identified.

6.1.5 Ecological Phasing

- Habitat creation, tree planting, hedgerow establishment, and buffer zones must be delivered prior to or alongside early housing phases.
- Phased implementation must maintain continuity of ecological corridors and avoid temporary severance of key wildlife routes.
- Monitoring and adaptive management measures for sensitive habitats must be in place from the outset.

6.1.6 Monitoring and Review

A Phasing and Delivery Statement must be submitted with all reserved matters applications, demonstrating:

- Compliance with this SPD,
- Delivery of green infrastructure, SuDS, and community facilities,
- Sequencing of infrastructure and housing,
- Arrangements for long-term management.
- WDC may require review and adjustment of phasing plans where monitoring demonstrates risk to ecological, heritage, or community objectives.

6.1.7 Interim Uses

- Where early delivery of all open space, ecological mitigation, or infrastructure is not possible, interim measures must be implemented to ensure safe, usable, and ecologically sensitive conditions until the full phase is delivered.

6.1.8 Construction Access and Phasing

- The location of school sites shall allow for safe and practical construction access.
- School access routes must remain safe and functional while surrounding residential development is under construction.
- The timing and phasing of school delivery shall be coordinated with housing delivery to ensure sufficient places are available when needed.
- The education authority should be involved at an early stage in Site selection, masterplaninng and delivery strategies.

6.1.9 Phasing plan

Applications submitted pursuant to this SPD must have regard to the Phasing Plan, figure 120. It is recognised that the masterplan will be delivered over a number of years and that circumstances may change over time. As such, there may be a need for phasing requirements to be reviewed and, where appropriate, updated to ensure that infrastructure is delivered at the correct time, in step with development, and that it continues to support development both within and beyond the outline application area.

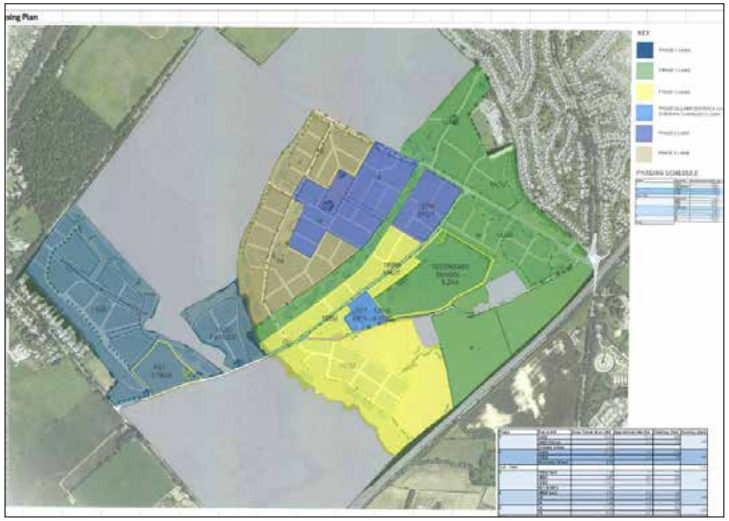


Figure 129 Phasing plan sourced from s106 agreement associated with the Lioncourt planning application

This section is a compliance checklist, it provides a quick reference guide for all stakeholders and users of the design codes

7. Checklist

7.1 Compliance Checklist

7.1.1 Design Code Compliance Checklist

The checklist serves as a quick reference guide to help ensure that future planning applications are compliant with the Design Code.

Using this checklist as a guide will assist applicants in completing the full Compliance Checklist Form, available to download from the Warwick District Council website. Applicants are required to use this form to demonstrate how their proposals comply with the Design Code and to identify any areas of non-compliance, together with supporting justification. Submission of a completed Compliance Checklist is a validation requirement for planning applications.

Purpose of the Compliance Checklist

The Compliance Checklist is a tool to demonstrate that a proposal aligns with the Design Code. The relevant checklist for the application area must be completed and submitted with any planning application that includes design considerations.

Applicants must also indicate in the checklist where each design code has been addressed within the supporting application documents.

Demonstrating Evidence

The Warwick District Council's Local Validation Checklist, available on the Council's website, sets out the documents required for a valid planning application. This list should be used to identify appropriate evidence to support completion of the Design Code Compliance Checklist spreadsheet.

The requirement to provide sufficient information to demonstrate how local design expectations have been met is set out in Paragraph 137 of the National Planning Policy Framework (NPPF, 2024).

Applicants should refer to the 'Evidence Documents List' tab within the Compliance Checklist spreadsheet for guidance on suitable supporting materials.

Relevant planning guidance references are also included within the checklist to ensure that key policy considerations are integrated throughout the design process. Applicants are advised to clearly indicate where such guidance has been addressed in their submissions.

Non-Compliance

As the Design Code covers a large area of land and a variety of development types, there may be instances where a departure from the Code is justified. In such cases, applicants must provide a robust justification, supported by evidence, within the application's supporting documents.

Whether such departures are acceptable will depend on the quality of justification, the nature of the proposal, and the context of the site.

Not-Applicable

Certain codes may not apply to specific proposals, depending on the land use or scale of development. Where this is the case, applicants should mark the 'Not Applicable' box within the checklist spreadsheet.

Context Checklist			Policy and Guidance
Character Studies ❑ Has a character study been undertaken to assess surrounding character including built form, street pattern, urban grain, scale, materials? ❑ Does the Character Study influence the proposal and provide design cues for the masterplan designs?	**Cultural Heritage** ❑ Has an historical assessment been undertaken that forms the foundation for new development? ❑ Have heritage assets and conservation area details informed the development proposals?		National Design Guide Warwick District Council Local Plan

Identity Checklist			Policy and Guidance
I01 Rural Edge Character ❑ Does the development reinforce the site's role as a rural edge to Coventry? **I02 Urban Grain** ❑ Does the development respond to the local settlement pattern, enclosure and rhythm? Do new streets align with contextual proportions and spatial logic? **I03 Distinctive Character Areas** ❑ Have clear character areas been defined with distinct materials, heights and landscape treatments. Do they support legibility and place identity across the development? **I04 Heritage Design Principles**	❑ Is the setting of heritage assets being enhanced/ protected, through scale, proportion and sensitive landscape buffers? Has a Heritage Impact Assessment been provided where required? **I05 Clusters and Grouping Buildings** ❑ Have varied groupings of houses been provided to create interest and reinforce local vernacular? Have mixtures of typologies been arranged to enhance street character? **I06 Materials, Architecture and Detail** ❑ Does the material palette promotes a coherent scheme reflecting local	distinctiveness? Do contemporary interpretations complement existing context? **I07 Boundaries and Set Backs** ❑ Do boundaries reflect local street character? Are setbacks appropriate to the street, as set out in the guidance? **I08 Topography, Views and Skyline** ❑ Does development work within the land form and respect key long-range views? Does the layout protect skyline features such as Coventry cathedral spire?	National Planning Policy (NPPF) National Design Guide Building for a Healthy Life Warwick District Council Local Plan

Built Form Checklist			Policy and Guidance
BF01 Built Form Areas: ❑ Does development align with the aspirations for the built form areas plan, which differentiates between development in the mixed use centre, neighbourhood and urban fringe? ❑ Does development establish a permeable layout, encouraging use of perimeter blocks oriented to streets and open spaces? **BF02 Noise Mitigation:** ❑ Has exposure to noise-sensitive uses been minimised? **BF03 Density** ❑ Has density been optimised within the ranges as set out on the density zones plan? **BF04 Building Heights** ❑ Do the buildings heights comply with the maximum heights specified, based on the built form area that the development falls within? **BF05 Key Arrival Gateways** ❑ Does development create a positive arrival experience if located within a key arrival gateway?	**BF06 Key Nodes** ❑ Does development step up quality and reinforce identity, if located in a key node? **BF07 Landmark Buildings** ❑ Have landmark buildings been provided at key nodes and gateways? **BF08 Frontages** ❑ Are frontages active and positioned onto streets and open spaces? ❑ Are, frontages coordinated? Is there common architectural detail? **BF09 Edge Conditions** ❑ Does the edge condition of residential parcels comply with the edge condition categories set out in the code, which set out different nuances in the built form based on frontage onto natural areas, King's Hill Road, open space, Stoneleigh Road, Green Lane and the A46?		The Building Regulations 2010 National Planning Policy (NPPF), Section 12 and 16. National Design Guide, Section 3 Building for Healthy Life, Distinctive Places Warwick District Council Local Plan, Policy BE1, HS1, HS7 Residential Design Guide SPD, Policy BE1 Stoneleigh Conservation Area Kenilworth Road Conservation Area

Movement Checklist

M01 Public Transport

- ❑ Do all homes have convenient access to bus stops?

M02 Active Travel

- ❑ Does the development provide direct and safe walking and cycling routes to new local schools and the new local centres, and facilitate connections to wider active travel corridors?

M03 General Guidance on Streets

- ❑ Does the development mandate pedestrian-first principles and connected networks. Does it avoid cul-de-sacs and encourage tree-lined streets.

M04 Materials

- ❑ Do materials align with Council requirements?

M05 SuDS

- ❑ Have above ground surface water management features been incorporated in the street design?

M06 Lighting

- ❑ Has lighting been designed which doesn't conflict with trees. Are sensitive ecological zones protected?

M07 Street Furniture

- ❑ Is any street furniture well-placed and are benches and bins provided at key locations?

M08 Street Types

- ❑ Do streets align with the secondary, tertiary and minor street specifications. Are widths consistent with the code, including verges and movement priorities.

M09 Secondary Streets

- ❑ Are any secondary streets bus-capable? Do they have the required avenue trees and SuDS within the verges?

M10 Tertiary Streets

- ❑ Are any tertiary streets consistent with the code?

M11 Minor Streets

- ❑ Are minor streets consistent with the code? Where private lanes, mews and drives are provided, are these in edge locations, or on land off the secondary route network?

M12 Parking

- ❑ Is parking integrated without dominating streets?
- ❑ Has EV and cycle provision been provided across all housing?

Policy and Guidance

National Planning Policy (NPPF), Section 8 and 9

National Design Guide, Section 4

Building for a Healthy Life

Manual for Streets 1

Manual for Streets 2

Warwickshire's Local Transport Plan

Warwickshire Local Cycle Walking and Infrastructure Plan

Warwickshire Design Guide

Warwick District Council Local Plan, Policy TR1-4, DS20

Parking Standards SPD

Public Spaces Checklist			Policy and Guidance
P01 Amenity Green Spaces ❑ Have small, informal green spaces within neighbourhoods been provided? **P02 Parks and Gardens** ❑ Do parks and gardens follow the guidance for creating community destinations with planting seating and recreational areas? **P03 Natural & Semi-Natural Areas** ❑ If provided, do these spaces align with the guidance? **P04 Allotments and Community Gardens** ❑ Has the required land for allotments been provided, does its location and make-up conform to the guidance? **P05 Children's and Youth Play** ❑ Have children and youth play spaces been provided and designed in line with the guidance? **P06 General POS Guidance** ❑ Has POS been well-distributed, is it overlooked and accessible? **P07 Safety and Access** ❑ Does POS provide clear sightlines, secure paths and managed access? **P08 Inclusive and Accessible** ❑ Is the play space usable by diverse users? Does it include features for neurodivergent and disabled children? **P09 Play Setting and Character** ❑ Does play space encourage sensory planting and varied topography? **P10 Management and Maintenance** ❑ Has a management plan been submitted to encourage long-term stewardship and coordination across developers? **S01 Sports Pitch Location** ❑ Are sports pitches appropriately located and accessible? **S02 Edges and Interface Design** ❑ Has the required buffer been implemented where sports uses meet homes? Have light impacts been managed through design. **S03 Pitch Design and Orientation** ❑ Are pitches north–south aligned, in line with Sport England/NGB standards. **S04 Size and Configuration** ❑ Does the development include a full-size pitch? Does it support shared facilities and efficient land use. **S05 3G Pitch Specification** ❑ Is the pitch compliant with the guidance set out in the code? **S06 Management and Security** ❑ Has anti-climb fencing and safe access been specified? **S07 Kickabout Spaces** ❑ Have kick-about spaces been included? Are they overlooked and accessible? **S08 Design Quality** ❑ Have robust surfaces and minimal fencing been provided to prioritise community usability? **S09 Residential Buffer Zones** ❑ Have buffer distances for different pitch types been provided? **S10 Buffer Design and Treatment** ❑ Have buffers been designed as usable landscape with planting and paths?	National Planning Policy (NPPF), Section 12, 14, 15, 16 National Design Guide, Section 5, 6 National standards for sustainable drainage systems (SuDS) Biodiversity Net Gain Building for a Healthy Life: Streets for All Warwickshire Design Guide, Annex 8 Warwickshire Local Nature Recovery Strategy Flood Risk Guidance for Development Warwick District Council Local Plan, Policy NE1, NE2, NE3, NE4, NE7, CC1, FW1, FW2 Residential Design Guide SPD Public Open Space SPD Biodiversity Action Programme Make Space for Girls

Nature Checklist

E01 Policy Compliance and BNG

- ❑ Does the proposal deliver measurable biodiversity net gain in accordance with national policy, and is ecological enhancement embedded within the masterplanning approach?

E02 Protection of Designated Sites

- ❑ Does the scheme protect ancient woodland, Local Wildlife Sites and priority habitats through appropriate buffers, and does it separate public access from sensitive ecological zones?

E03 Ecological Network and Connectivity

- ❑ Does the development provide continuous habitat corridors across the site, retaining hedgerows, trees and water features to support species movement?

E04 Landscape-Led Biodiversity Design

- ❑ Does the development prioritise landscape led design through specification of native species, retention of mature trees, ponds etc.?

E05 Watercourses and SuDS

- ❑ Does the proposal enhance Finham Brook as an ecological corridor, and are SuDS designed as natural features that support wetland habitats?

L01 Ancient Woodland

- ❑ Are 50m buffers maintained to protect the integrity of ancient woodland, with only low-impact access permitted at the buffer periphery?

L02 Woodland Protection Measures

- ❑ Does the scheme retain existing woodland and protect woodland hydrology and soils during construction, while using native planting to strengthen woodland edges?

L03 Uses within the Buffer

- ❑ Are uses within woodland buffers limited to informal paths and low-impact features, with buildings, utilities and sports uses appropriately restricted?

L04 Green Corridors

- ❑ Does the proposal create multifunctional green corridors that support ecology, drainage and recreation, reflect landscape character, and integrate SuDS?

L05 Character and Context

- ❑ Does the design retain tree-lined lanes and mature hedgerows, and protect historic and ecological assets through a landscape-led approach?

L06 Integrating Views

- ❑ Are strategic views to landmarks and woodland safeguarded, with the layout used to frame and enhance key vistas?

L07 Tree-lined Streets

- ❑ Do streets include trees within verges, with species selected to balance canopy cover, sightlines, shading and local identity?

Policy and Guidance

National Planning Policy (NPPF), Section 12, 14, 15, 16

National Design Guide, Section 5, 6

National standards for sustainable drainage systems (SuDS)

Biodiversity Net Gain

Building for a Healthy Life: Streets for All

Warwickshire Design Guide, Annex 8

Warwickshire Local Nature Recovery Strategy

Flood Risk Guidance for Development

Warwick District Council Local Plan, Policy NE1, NE2, NE3, NE4, NE7, CC1, FW1, FW2

Residential Design Guide SPD

Public Open Space SPD

Biodiversity Action Programme

Warwick District Council Tree and Woodland Strategy

Nature Checklist			Policy and Guidance
L08 Safe Spaces and Streets ❑ Are green corridors and streets designed as safe, legible spaces with clear sightlines and appropriate levels of natural surveillance? **L09 Heritage and Culture** ❑ Does the landscape design integrate heritage features and use open spaces to reveal and enhance monuments and historic elements? **L10 Public Art** ❑ Does the proposal encourage public art, including art trails or installations, to support community engagement and placemaking? **L11 Planting and Species** ❑ Does the planting strategy prioritise native, resilient species to support biodiversity, and does it encourage the creation of new copses and thickets? **L13 Tree and Hedge Retention** ❑ Does the scheme retain important hedgerows and mature trees with appropriate root protection, and does it provide at least two replacement trees for each loss?	**L14 Safe and Attractive Boundary Planting** ❑ Are school boundaries designed with secure fencing that follows Secured by Design principles, with planting that enhances the environment without compromising safety? **L15 Lighting and Surveillance** ❑ Does the lighting strategy ensure schools and key spaces are overlooked and safely lit, with lighting coordinated with planting to prevent light spill? **L16 Hardworks and Softworks** ❑ Does the scheme use robust, high-quality hard and soft landscape materials to define a clear hierarchy of spaces, incorporating natural aggregates where appropriate? **L17 Long-Term Management and Stewardship** ❑ Is there a coordinated long-term management and maintenance strategy across all development parcels to ensure planting and landscape features are sustained for the lifetime of development? **S1 General SuDS Requirements**	❑ Does the development incorporate Sustainable Drainage Systems, in line with current guidance? **S02 Integration with Ecology** ❑ Are SuDS provided outside of ecological/LWS/Ancient Woodland areas and their buffers? **S03 Heritage and Visual Integration** ❑ Do SuDS features avoid visually intrusive engineering around heritage assets and high value ecological areas? ❑ Are they integrated with open spaces, parkland and amenity green spaces? **S04 Flood Risk and Maintenance** ❑ Do flood attenuation and storage features provide no increased risk to third parties? ❑ Has a long term management plan been submitted?	See previous page

Uses Checklist			Policy and Guidance
U01 Mixed Use Local Centres ❑ Does the proposal support a diverse mix of uses, including retail, offices and community facilities, and does it deliver active frontages and a high-quality public realm? **U02 Uses at A46 Gateway** ❑ Does the scheme encourage non-residential uses that respond appropriately to noise constraints, while avoiding industrial forms that would undermine gateway character? **U03 Building Frontages** ❑ Does the design avoid blank elevations and inactive edges, and promote natural surveillance and safe, active public spaces? **U04 Mixed Use Centre Buildings** ❑ Does the development encourage a mix of building typologies, including mews, townhouses and apartments, to support density, diversity and vibrancy? **U05 Interfaces Between Uses** ❑ Are different uses arranged to ensure compatibility through layout, buffers and design, with noise, lighting and servicing impacts appropriately managed?	**U06 Community Facilities** ❑ Are community facilities centrally located with good natural surveillance, supported by usable outdoor spaces and adequate parking provision? **U07 Pupil Yield** ❑ Is pupil yield data used to inform the scale and phasing of education provision, ensuring capacity aligns with housing delivery? **U08 Primary School Requirements** ❑ Does the proposal provide two 2FE primary school sites, each capable of expansion to 3FE, with site areas of approximately 2.5 - 2.8 hectares? **U09 Secondary School Requirements** ❑ Does the scheme allocate one 6FE secondary school site, expandable to 8FE with sixth-form provision, on an approximately 8-hectare site with sufficient flexibility? **U10 Site Characteristics** ❑ Are education sites flat, unconstrained and appropriately shaped, avoiding flood zones and irregular or inefficient layouts?	**U11 Boundaries and Relationship to Housing** ❑ Are school boundaries secured and sensitively oriented in relation to surrounding housing, balancing safeguarding requirements with residential amenities? **U12 Sports Provision** ❑ Does the proposal allow for school sports facilities to support community use through appropriate agreements, with all pitches contained within school boundaries? **U13 Access and Safety** ❑ Does the proposal provide safe pedestrian/cycle access and minimise parent parking? Have the streets been designed to be the required school safety zones?	The Building Regulations 2010 National Planning Policy (NPPF), Section 8, 12,14 Future Homes Standard National Design Guide, Section 8 Building for a Healthy Life: Distinctive Places Warwick District Council Local Plan, Policy BE1, HS1, HS7, CC1 Residential Design Guide SPD Coventry & Warwickshire Housing & Economic Development Needs Assessment (HEDNA)

Homes and Buildings			Policy and Guidance
H01 Space Standards ❑ Do all homes meet the Nationally Described Space Standards (2015)? ❑ Where deviations from the space standards are proposed, are these clearly justified with reference to site viability and the latest Warwick District Housing Needs Assessment (HNA)? **H02 Inclusive and Accessible Homes** Are homes designed to: ❑ Support lifetime occupation, including step-free access where feasible? ❑ Address the Government's Inclusive Mobility Guidance? ❑ Align with Building for a Healthy Life principles? ❑ Comply with Building Regulations Part M? ❑ Comply with Warwick District Council Local Plan Policies H6 and BE1 in relation to accessibility? ❑ Comply with Warwick District Council Residential Design Guide SPD? ❑ Comply with BRE daylight and sunlight guidance? **H03 Aspect and Daylight** ❑ Does the layout maximise opportunities for good daylight and sunlight? ❑ Are main living spaces oriented south-facing or east–west wherever practicable? ❑ Are apartments designed to be dual aspect where possible to enhance daylight, ventilation, and environmental quality?	**H04 Private and Communal Outdoor Space** ❑ Is adequate private outdoor amenity space provided for all dwellings in accordance with the Residential Design Guide SPD and Local Plan Policy BE1? ❑ Do rear garden and habitable room privacy distances comply with the WDC Residential Design Guide SPD, including a minimum 21-metre separation between facing habitable room windows? ❑ Are balconies of sufficient size to be genuinely usable? ❑ Do apartment schemes provide communal outdoor amenity space in addition to private space? ❑ Are communal gardens accessible from surrounding dwellings or shared circulation areas? ❑ Has adequate consideration been given to privacy, defensible space, and overlooking around communal gardens? **H05 Storage** ❑ Is cycle storage provided in accordance with WDC standards, the Residential Design Guide SPD, and Local Plan Policy TR2? ❑ Is refuse and recycling storage provided in convenient and accessible locations? **H06 Adaptability** ❑ Are homes designed with flexible internal layouts that allow for future adaptation? **H07 Lighting, Daylight, Sunlight and Noise** ❑ Has internal daylight and sunlight been considered at the masterplanning and layout stage? ❑ Does the design appropriately respond to building orientation, window size and positioning, glazing performance and U-values? ❑ Are generous levels of glazing provided where appropriate? ❑ Are apartments dual aspect where feasible? ❑ Does the housing provide a high-quality internal environment with adequate natural daylight, quality ventilation, privacy?	The Building Regulations 2010 National Planning Policy (NPPF), Section 8, 12,14 Future Homes Standard National Design Guide, Section 8 Building for a Healthy Life: Distinctive Places Warwick District Council Local Plan, Policy BE1, HS1, HS7, CC1 Residential Design Guide SPD Coventry & Warwickshire Housing & Economic Development Needs Assessment (HEDNA)

Homes and Buildings			Policy and Guidance
❑ Is external and building lighting designed to avoid unacceptable impacts on residential amenity? **H08 Refuse and Recycling Requirements** ❑ Is external refuse and recycling storage located to the rear or side of properties? ❑ Is refuse storage integrated sensitively and hidden from the street? ❑ Do private drives allow for acceptable bin drag distances in accordance with WDC waste collection requirements? **H09 Safety and Security** ❑ Homes in accordance with Secured by Design principles and the Residential Design Guide SPD? ❑ Is the natural surveillance of streets, footpaths, and communal spaces promoted? ❑ Is the proposal compliant with Local Plan Policy BE1 and the Residential Design Guide SPD in relation to safety and security? **H10 Acoustics** ❑ Does the design provide a healthy internal and external acoustic environment in line with Local Plan Policy BE1?	❑ Has site layout and building design been used to mitigate noise impacts? ❑ Is an acceptable acoustic performance achieved without reliance on permanently closed windows? **H11 Housing Tenure, Mix, and Quantum** ❑ Is the housing quantum and mix informed by the latest published housing needs evidence (e.g. HEDNA or emerging SHMA)? ❑ Does the development provide a diverse mix of dwelling sizes: 1, 2, 3 and 4 bedroom family homes? **H12 Affordable Homes** ❑ Does the scheme deliver a policy compliant level of affordable housing? ❑ Is priority given to social rent and affordable rent? ❑ Does affordable housing balance a mix of 1, 2 , 3+ bedroom family homes? ❑ Is affordable housing integrated across the site and tenure-blind in design? **H13 Older Persons and Specialist Housing** ❑ Does the scheme make provision for older persons'	and/or specialist housing based on local need? ❑ Is it located close to services, public transport, and open space? **H14 Housing Typologies** ❑ Has an appropriate range of housing typologies been provided for with level-access homes? ❑ Does the distribution of typologies reflect the surrounding built context, supporting efficient land use? ❑ Are higher-density typologies located near public transport, services, and open space? ❑ Are apartments designed with high-quality internal/external amenity provision? ❑ Are lower density typologies located at site edges? ❑ Does any single dwelling type/ size exceed 50% of total units, if so, is this clearly justified?	See previous page

Resources and Lifespan Checklist			Policy and Guidance
RL01 Air Quality ❑ Has air quality mitigation been planned and delivered through a coordinated, site-wide approach across all development parcels? ❑ Are damage cost contributions and other mitigation funding directed towards agreed on-site and/or off-site mitigation measures through a collective strategy? ❑ Are environmental mitigation measures embedded within the masterplan and design codes to ensure long-term protection of residential amenities? **RL02 Renewable and Low-Carbon Energy** ❑ Does the development demonstrate integration of renewable and low-carbon energy technologies in line with the Future Homes Standard and best practice? ❑ Does the energy strategy follow the energy hierarchy, prioritising demand reduction before on-site energy generation? **RL03 Solar Energy** ❑ Do buildings incorporate solar photovoltaic panels on suitable roof areas where orientation, pitch and layout allow effective solar gain? ❑ Are solar water-heating systems integrated where viable to reduce reliance on fossil-fuel-based heating? **RL04 Low-Carbon Heating and Cooling** ❑ Are ground-source and/or air-source heat pumps prioritised to minimise operational carbon emissions? ❑ Does the proposed heating and cooling strategy support the delivery of net-zero-ready homes? **RL05 Wind Energy** ❑ Where micro wind generation is proposed, has an assessment of local wind conditions been undertaken? ❑ Have potential environmental, visual and operational impacts been assessed to confirm effectiveness and suitability? **RL06 Infrastructure and Coordination** ❑ Have developers engaged early with utilities providers, highway authorities, telecommunications companies and other relevant stakeholders? ❑ Are measures in place to minimise disruption and energy consumption during construction? ❑ Has adequate grid capacity been confirmed to support renewable energy generation and electric vehicle charging infrastructure? **RL07 Construction and Phasing** ❑ Is construction phasing coordinated across development parcels to minimise environmental impacts? ❑ Are impacts on existing and newly occupied homes addressed through the construction phasing strategy? **RL08 Orientation and Passive Design** ❑ Does the building design reduce energy demand through passive design measures, including orientation, solar gain, shading, high levels of insulation and ventilation with heat recovery? ❑ Are homes orientated on a north–south axis where possible? ❑ Are principal living spaces and glazing located to the south to maximise winter solar gain? ❑ Is east–west glazing minimised to reduce summer overheating? ❑ Are canopies, overhangs	National Planning Policy (NPPF), Section 2, 9,14 • Future Homes Standard • National Design Guide, Section 9,10 • Building for a Healthy Life: Streets for All • Warwick District Council Local Plan, Policy SC0, CC1, FW2 • Warwick District Council NET ZERO CARBON • DEVELOPMENT PLAN DOCUMENT • Residential Design Guide SPD, Section 7

Resources and Lifespan Checklist			Policy and Guidance
or other shading devices incorporated where appropriate? **RL09 Urban Cooling and Climate Resilience** ❑ Does the development achieve urban cooling through integrated landscape design, including tree planting, shading and water features? ❑ Are deciduous trees incorporated to provide seasonal comfort? ❑ Are materials specified that are low-carbon, durable and climate-resilient, particularly within hard landscaping and public realm areas? **RL10 Water and Resources** ❑ Are homes designed to be net-zero ready and adaptable over their lifespan? ❑ Are SuDS integrated as multifunctional landscape features? ❑ Is permeable paving prioritised in accordance with the Nature Design Codes?	❑ Does fabric performance exceed minimum Building Regulations standards where feasible? ❑ Are water efficiency measures incorporated, including rainwater harvesting and water butts? **RL11 Innovation** ❑ Has the feasibility of a site-wide or district heat network been explored, having regard to the scale of development? **RL12 Sustainable Neighbourhoods** ❑ Does the development support 20-minute neighbourhood principles? ❑ Are services, facilities and public transport accessible within reasonable walking distances? **RL13 Urban Greening and Electric Vehicles** ❑ Do mixed-use centres, schools and higher-density areas maximise opportunities for urban greening?	❑ Are rain gardens, green roofs and green walls incorporated where appropriate? ❑ Is electric vehicle charging provision delivered in accordance with the adopted Parking Standards SPD?	See previous page

8. Appendices

8.1 Glossary

A

Active Frontage: Building frontage that provides visual interest and interaction with the street, often including entrances, windows, and retail uses.

Amenity: The positive features of a place, including open space, views, sunlight, or facilities that improve quality of life.

Aspect: The direction a building or window faces, affecting sunlight, wind, and views.

B

Built Form: The shape, size, and arrangement of buildings in an area.

Building Line: The line beyond which a building cannot extend, often defined by planning policy.

Buffer Zone: A transitional area between two different land uses to reduce conflict, e.g., landscaping between housing and industrial areas.

C

Character Area: A part of a town or neighbourhood with distinct architectural or historical identity.

Conservation Area: An area designated for its special architectural or historic interest, with protections to preserve its character.

Context: The physical, social, and cultural setting in which development is situated.

D

Design Code: A set of illustrated rules and guidance describing how development should be designed to achieve high-quality outcomes.

Density: The number of dwellings or people per unit of land area, often expressed as dwellings per hectare (dph).

Development Envelope: The area within which building and development can take place on a site.

E

Environmental Impact: The potential effect of a development on natural resources, ecosystems, or local climate.

Entrances and Thresholds: Points of access to buildings and spaces, influencing legibility and safety.

F

Façade: The front or external face of a building.

Form and Massing: The three-dimensional shape and scale of a building or group of buildings.

Framework: The overall structure or strategy that guides detailed design and development.

G

Green Infrastructure: A network of natural and semi-natural spaces that provide environmental and recreational benefits.

Grid Layout: A street pattern with regular, often orthogonal streets, promoting connectivity.

H

Heritage Asset: Buildings, monuments, sites, or landscapes with historical, architectural, or cultural significance.

Height Parameter: Maximum allowable building heights in a design code or planning guidance.

I

Inclusive Design: Designing environments accessible and usable by all people, regardless of age or ability.

Infrastructure: Physical services and

facilities necessary for development, including roads, water, energy, and telecommunications.

L

Land Use: The function or purpose of land, such as residential, commercial, or recreational.

Layout: The arrangement of streets, buildings, and open spaces on a site.

Local Character or Distinctiveness: Features that give a place its unique character, often influenced by materials, scale, and architectural style.

M

Materials Palette: The range of materials recommended for buildings and surfaces to ensure visual cohesion.

Mixed-Use: Development combining multiple land uses, e.g., residential and commercial.

O

Open Space: Publicly or privately accessible green or civic areas, including parks, squares, and play areas.

Orientation: The positioning of buildings in relation to the sun, wind, and surroundings.

P

Permeability: The ease with which people and vehicles can move through an area, emphasizing connected streets and paths.

Public Realm: Areas accessible to the public, such as streets, parks, and squares.

R

Regeneration: The renewal of urban areas to improve quality of life, economy, and environment.

Rhythm and Repetition: Regular spacing of architectural elements like windows, doors, and columns, contributing to visual harmony.

S

Setback: The distance a building is positioned from a boundary, road, or another structure.

Streetscape: The visual character of a street, including buildings, trees, lighting, and paving.

Sustainability: Designing developments to minimize environmental impact and promote social and economic well-being.

T

Threshold: The transition between public and private spaces, often marked by gates, fences, or landscaping.

Typology: The classification of building forms or layouts based on function, design, or structure.

V

Views and Vistas: Key sightlines or framed views that enhance the character and legibility of a place.

W

Wayfinding: Features that help people navigate a place, including signage, landmarks, and spatial organization.

8.2 National Planning Policy

A planning policy review has been undertaken to identify the relevant national, regional and local planning policies applicable to the masterplan and its context. The review is summarised on the following pages and reflects the policy position at the time of writing. Any future development proposals will be required to undertake their own planning policy review to ensure that the most up-to-date policy guidance is used to inform and support planning applications.

National Planning Policy Framework, December 2024

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans can provide for housing and other development sustainably. The report was first published in March 2012 and most recently revised in December 2024.

The report sets out the purpose of the planning system as contributing to the 'achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable matter', and goes on to highlight the three objectives (economic, social and environmental) as being interdependent and required to be pursued in a mutually supportive way.

The following sections of the NPPF, of particular relevance to this exercise, are identified below:

- 2: Achieving sustainable development
- 3: Plan-making
- 5: Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

The NPPF supports the ambitions of the King's Hill Lane Masterplan and Design Code, stating 'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.' (para 131, p 39). The NPPF highlights the importance of Design Codes to enhance the quality of development and points developing codes in line with guidance in the National Model Design Code.

Future Homes Standard

The Future Homes Standard (FHS) is a UK government initiative designed to make all new homes "zero-carbon ready" by significantly improving energy efficiency and eliminating reliance on fossil fuels. Its core aim is to reduce carbon emissions by 75–80% compared to 2013 Building Regulations, aligning with the UK's legally binding net-zero target for 2050.

FHS ensures new homes are energy-efficient, low-carbon, and future-ready, reducing long-term retrofit costs and supporting climate goals. Following a period of consultation and review, the legislation will likely come into effect at the end of 2026.

All new homes on the King's Hill Lane site will need to comply with the Future Homes Standard once legislated. Whilst the key requirements (low carbon heating, fabric first approach, ventilation and overheating mitigation) relate to individual homes, rather than at a masterplan level, it will be important for Developers to be aware of the

requirements during the planning application and building control stages.

National Design Guide, January 2021

The guide sets out 10 characteristics of well-designed places to ensure developments are beautiful, sustainable, and functional, supporting the National Planning Policy Framework (NPPF).

The ten characteristics of good design are set out below:

1. Context
    - Understand and respond to the site's local and wider context.
    - Respect heritage, local history, and culture.
2. Identity
    - Create distinctive, attractive places that reflect local character.
    - Ensure high-quality architecture and placemaking.
3. Built Form
    - Promote a coherent pattern of development.
- Encourage compact, walkable neighbourhoods with clear destinations.
4. Movement
    - Provide a connected network of routes for all modes.
    - Prioritize active travel (walking, cycling) and well-integrated parking.
5. Nature
    - Deliver green infrastructure, biodiversity, and sustainable water management.
    - Include varied landscapes and play spaces.
6. Public Spaces
    - Design safe, inclusive, and sociable spaces that encourage interaction.
7. Uses
    - Support a mix of uses and housing types for social inclusivity.
8. Homes & Buildings
    - Ensure healthy, comfortable, and adaptable homes.
    - Provide attention to detail (storage, waste, servicing).
9. Resources
    - Follow the energy hierarchy (reduce demand, use renewables).
    - Select sustainable materials and construction techniques.
10. Lifespan
    - Design places that are well-managed, adaptable, and foster ownership

The NDG reiterates the importance of good design for new development, which the King's Hill Lane Masterplan and Design Code will seek to facilitate.

National Model Design Code, June 2021

The National Model Design Code (NMDC) sets out the Government's framework for creating local design codes to ensure high-quality, beautiful, and sustainable places. It was introduced in July 2021 to support the National Planning Policy Framework (NPPF) and the National Design Guide

The NMDC provides a tool for understanding the key design principles relevant to the King's Hill Lane Masterplan site and what items could and should be coded through the Design Code.

Figure 130 10 characteristics of a well designed place, Source image: NMDC

Draft for consultation Design and Placemaking Planning Practice Guidance, January 2026

Currently within consultation period, The consultation seeks views on the Draft Design and Placemaking Planning Practice Guidance, which sets out national guidance on achieving high-quality, well-designed places, and will run from January 2026 to 10 March 2026, future proposals must reference the latest policy issued by the Ministry of Housing, Communities and Local Government."

Building for a Healthy Life, 2020

Building for a Healthy Life (BHL) is the updated version of Building for Life 12, endorsed by Homes England, NHS England, and the Urban Design Group. It is the UK's most widely used design quality assessment tool for new residential and mixed-use developments. Structured around 12 considerations, it integrates health, sustainability, and placemaking principles, informed by the Healthy New Towns Programme.

The 12 core principles are grouped under three themes and include:

1. Integrated Neighbourhoods
- Connections: Safe, direct walking and cycling routes, good public transport.
- Facilities & Services: Easy access to schools, shops, healthcare.
- Public Transport: Well-connected stops integrated into the layout.

2. Distinctive Places
- Character: Respond to local context and identity.
- Working with the Site & Its Context: Respect topography, landscape, and heritage.
- Homes with Character: Variety in design, tenure-neutral layouts.

3. Streets for All
- Healthy Streets: Prioritize active travel and social interaction.
- Parking: Well-integrated, not dominating streetscape.
- Green & Blue Infrastructure: Trees, SuDS, biodiversity, and play spaces.
- Cycle & Walking Infrastructure: Safe, attractive routes.
- Public & Private Spaces: Clear definition, safety, and inclusivity.
- The guide provides a traffic light assessment tool for new development

and should be used to ensure the King's Hill Lane Masterplan is designed in accordance with the 12 core principles.

Manual for Streets, 2007

Published by the UK Department for Transport in 2007, MfS provides national guidance for the planning, design, and maintenance of residential streets in England and Wales.

It replaces Design Bulletin 32 and Places, Streets and Movement, shifting focus from vehicle-dominated design to people-oriented streets.

The key principles set out in the MfS include:

1. User Hierarchy
- Pedestrians first, then cyclists, public transport, then motor vehicles.
2. Place Function
- Streets should foster social interaction and sense of place, not just vehicle movement
3. Inclusive Design
- Accessible for all ages and abilities, reduce barriers for disabled users.
4. Connectivity & Permeability
- Networks should provide multiple route choices and link key destinations.
5. Context-Specific Design
- Move away from rigid road hierarchies, design streets based on local character and combined movement/place roles.
6. Safety Through Design
- Risk managed by clear objectives rather than over-standardization.

The guidance applies mainly to residential streets, but principles extend to urban streets and mixed-use areas. It is not intended for trunk roads (covered by separate guidance) and there is a companion guide: Manual for Streets 2 (2010) for busier streets like high streets and town centres.

This guidance will help determine the design of streets across the King's Hill Lane Masterplan.

8.3 Regional Planning Policy

West Midlands Growth Plan, August 2025

The West Midlands Growth Plan is a a £17 billion regional economic strategy launched by the West Midlands Combined Authority and Mayor Richard Parker.It aims to grow the economy by £17bn, create 100,000 skilled jobs, and deliver 120,000 new homes by 2035. Key themes include:

High-Growth Sectors:

- Advanced engineering (EVs, battery tech)
- Clean tech and energy
- Health and medical technology
- Digital and creative industries
- Professional and financial services

Infrastructure Investment:

- £2.4 billion for transport upgrades (Metro extensions, HS2 integration).

Improved connectivity for jobs and housing growth.

Social & Environmental Goals:

- Reduce poverty and accelerate progress toward net zero.
- Affordable housing and greener homes.

Relevant to the King's Hill Lane Masterplan, the Gigapark development, outlined in the growth plan, is located 3km east of the site. This development may have an impact on transport infrastructure locally, but there is also an opportunity to enhance connections to it from within the scheme, as a major employment site in the local area:

Coventry & Warwick Gigapark

1. £23 million investment at Coventry Airport for land remediation and infrastructure.
2. Anchored by a battery giga factory and advanced manufacturing cluster.
3. Expected to attract £5.5 billion investment and create 30,000+ jobs over 25 years.
4. Designed to boost Coventry's automotive and green tech industries heritage.

Emerging South Warwickshire Local Plan

The South Warwickshire Local Plan (SWLP) is a joint plan by Stratford-on-Avon and Warwick District Councils, covering the period 2025–2050. Its purpose is to guide sustainable development across South Warwickshire. It seeks to create a unified vision for the area, ensuring sustainable growth, meeting housing needs, providing necessary infrastructure, and creating employment opportunities while addressing climate goals.

Following the public consultation which took place on a "Preferred Options" draft of the South Warwickshire Local Plan between January and March 2025, work has been continuing to prepare the next draft of the Local Plan for public consultation. This is the "Publication" version which is due to be launched in 2026.

Key elements of the plan, which are relevant to the masterplan site are summarised below:

Spatial Growth Strategy

- Urban Brownfield First: Prioritizing redevelopment of existing urban land.
- Strategic Growth Areas: Concentrating greenfield development into fewer, larger areas.
- New Settlements: Considering one or more new towns.
- Efficient Land Use: Higher densities where appropriate.
- Connectivity: Locating growth near existing facilities or providing new ones.
- Preferred Strategy: "Sustainable Travel and Economy" – focusing on transport links and economic hubs.

Housing & Employment

- Significant housing delivery to meet national targets.
- Employment land allocations to support economic growth.
- Mixed-use developments to integrate jobs and homes

The Preferred Options consultation for the South Warwickshire Local Plan identifies SG01, SG02 and SG03 as potential growth options. These sites reflect the plan's "Sustainable Travel and Economy" strategy prioritising locations that reduce car dependency, support economic growth, and deliver infrastructure alongside housing.

The approach favours larger, well-planned growth areas over scattered development to achieve climate and sustainability goals.

The map shows these sites in relation to the masterplan site at King's Hill Lane:

If these are allocated in the Local Plan and removed from the Green Belt, there is an opportunity to consider them in the design of the King's Hill Lane Masterplan, for example future site access and active travel connections.

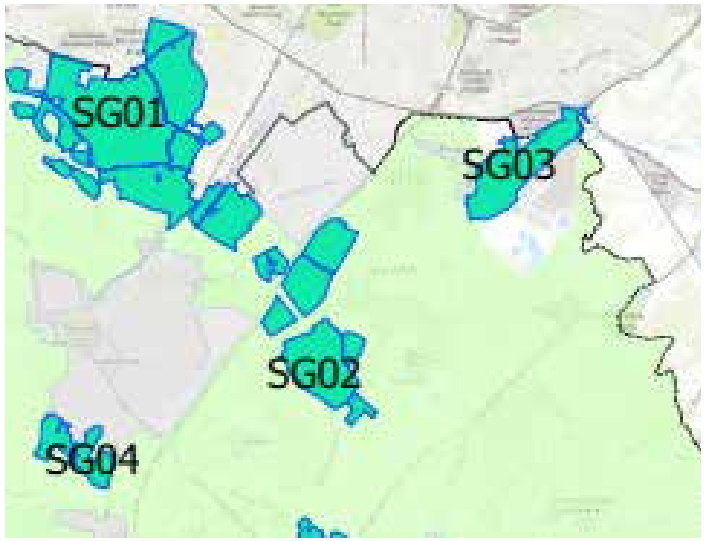


Figure 131 WDC's Local Plan and potential growth options SG02. SG3, SG04

8.4 Local Planning Policy

Warwick District Local Plan, September 2017

The Warwick District Local Plan was adopted 20th September 2017. It replaces the policies of the Warwick District Local Plan (adopted in September 2007) and covers the period between 2011 to 2029.

There are a number of key policies within the Local Plan, which are relevant to the design of the King's Hill Lane Masterplan. These have been listed below, with further detail provided regarding policies relevant to the masterplanning and design code exercise:

Policy DS3: Supporting Sustainable Communities

Policy DS11: Allocated Housing Sites.

The King's Hill Lane site is identified as a 'Greenfield Site – Edge of Coventry, under ref. H43. The wording identifies that King's Hill Lane can accommodate 1,800 dwellings with a total capacity of up to 4,000 dwellings, with the balance to come forward beyond the plan period. It further identifies potential for some employment land, land for secondary school provision, new primary schools, local centre, community facilities and a health centre.

- Wording lifted from the Local Plan is provided below:

Policy DS18: Green Belt

Identifies that the King's Hill Lane site has been removed from the Green Belt. The policies map shows that the southern and eastern edge of the site is bounded by land still within the Green Belt and so it will be important to treat the edge appropriately through design.

At King's Hill Lane an area of 269ha has been identified for a residential-led, mixed-use development. The site has an overall capacity of c. 4000 dwellings, with c.1800 dwellings being deliverable by the end of the current plan period. The mixed-use development may also deliver opportunities for employment provision. Land will be made available for open space, leisure and amenity uses and a green infrastructure network will link to the wider countryside and north to the conurbation. A local centre will be provided at an appropriate scale, incorporating a range of local community facilities and services including meeting space / community buildings, emergency services infrastructure, youth facilities / play areas and local retail provision for convenience shopping. Land for education will be required to serve the development, which will need to be expanded as the site develops over time.' (Para 2.50, p 26).

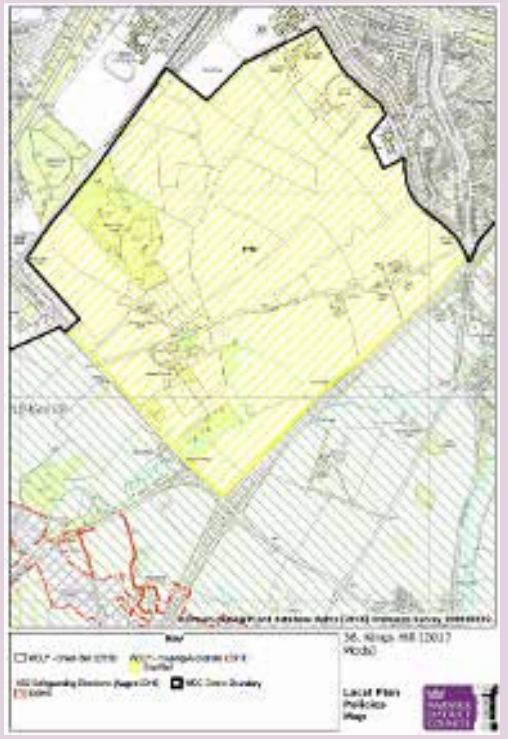


Figure 132 WDC Local plan allocations map

Policy DS20: Directions for Growth South of Coventry.

This policy addresses strategic growth in the area including and surrounding the King's Hill Lane Masterplan site, identifying the need for a new link road, improved transport connections, safeguarding of the HS2 route and future expansion plans at Warwick University. The policy touches on the major upgrade to the A46 / Stoneleigh Road junction and further improvements to the A46 Link road.

Policy SC0: Sustainable Communities

Policy BE1: Layout and Design

Policy BE2: Developing Significant Housing Sites

Policy HS1: Healthy, Safe and Inclusive Communities.

The policy sets out that support will be given for proposals which provide homes to meet the needs of the elderly and disabled people, have a design and layout to minimise crime and improve community safety, facilitate movement on both foot and bicycle, improve access to green spaces and provides good access to local jobs, services and facilities.

Policy HS6: Creating Healthy Communities

permits development where they provide good access to healthcare facilities, they provide opportunities for healthy exercise and community cohesion, the ensure high-quality housing outcomes to meet the needs of all age groups in society, they provide access to high quality safe green or open space and access to opportunities for indoor and outdoor sport and recreation.

Policy HS7: Crime Prevention

sets out that the layout and design of development should limit the potential for crime and anti-social behaviour. Proposals should orientate and design buildings to enable natural surveillance of public spaces and parking areas, create a sense of ownership, define public and private spaces, and make provision for appropriate security measures including lighting, landscaping and fencing.

Policy CC1: Planning for Climate Change Adaptation

states that all development is required to be designed to be resilient to, and adapt to the future impacts of, climate change through the inclusion of adaptation measures where appropriate which include using layout, building orientation and construction techniques and materials to mitigate against rising temperatures, optimising the use of multi-functional green infrastructure for urban cooling, incorporating water efficiency measures and minimising vulnerability to flood risk by locating development in areas of low flood risk.

Policy FW2: Sustainable Urban Drainage

sets out that appropriate SUDs are required on all developments and should be designed to sensitively integrate with green infrastructure, promote enhanced biodiversity, increase landscape value, and provide good quality open spaces.

Residential Design Guide SPD , May 2018

The Residential Design Guide sets out the general approach to design principles for those proposing new residential development in Warwick District and covers whole estates. It reiterates the concept of Garden Cities, promoted through the NPPF and supports this approach for larger scale developments within the district, which is relevant for the King's Hill Lane Masterplan site, which is both a large scale development site but also on the rural edge.

Key design principles are set out, which provide guidance for the high level masterplanning process at King's Hill Lane, these are identified below:

1**. Context and Local Distinctiveness**

- Analyse the character of the area: street patterns, building forms, materials, and landscape.
- Respect heritage assets, conservation areas, and listed buildings.
- Incorporate local architectural identity while allowing for innovative, high-quality contemporary design.

2. Layout and Design Principles (Policy BE1)

- Harmonise with existing settlement patterns and topography.
- Reinforce urban character of streets and spaces.
- Respect scale, height, massing, and adopt appropriate materials.
- Integrate with existing paths, streets, and movement networks.
- Provide natural surveillance and design out crime.
- Ensure accessibility and inclusion for all users.

3. Density and Scale

- Minimum 30 dwellings per hectare on greenfield sites (higher near town centres/public transport).
- Balance density with Garden Suburb principles: tree-lined streets, green spaces, and varied housing mix.

4. Housing Mix and Community

- Comply with Policy H4: provide a mix of house types and sizes for different age groups.
- Include community facilities, parks, and play areas to support healthy lifestyles.

5. Open Space and Amenity

- Adequate private gardens (e.g., 40–60 sqm for houses, 10 sqm per bedroom for flats).
- High-quality public open spaces integrated into the design.
- Avoid awkwardly shaped or steeply sloping amenity areas.

6. Movement and Connectivity

- Safe, convenient walking and cycling routes linking to wider networks.
- Public transport access and roads designed for buses and emergency vehicles.
- Minimise car dominance, consider parking standards and permeable surfaces.

7. Sustainability and Climate Resilience

- Incorporate SUDS, green infrastructure, and water management.
- Design for energy efficiency, orientation, and natural ventilation.
- Use native landscaping for biodiversity and urban cooling.

Distance separation guidance is also of

particular relevance to the design of the masterplan as it affects the size of the urban block. Key separation distances are provided below:

- 22m between front/back of 2 storey properties
- 27m between front/back of 3 storey and 2 storey properties
- Opportunity to reduce 22m separation distance across public streets to 15m, to enhance design, but 22m would need to be provided at rear.

Parking Standards SPD, June 2018

The Parking Standards SPD sets out detailed policies for vehicle and cycle parking for all developments, supplementing Local Plan Policy TR4. It moves away from restrictive maximum parking standards (previous national approach) to ensuring sufficient provision based on local car ownership and accessibility and recognises that limiting parking alone does not reduce car ownership.

It identifies the following provision for major developments:

Vehicle Parking (Allocated + Unallocated)

- 1-bed dwellings: Allocated: 1 space, Unallocated: 20% of total allocated spaces across the site (for developments of 10+ dwellings)
- 2-bed dwellings: Allocated: 2 spaces
- 3-bed dwellings: Allocated: 2 spaces
- 4+ bed dwellings: Allocated: 3 spaces
- Unallocated provision: Typically on-street or shared areas for visitors and overflow parking.

Cycle Parking

- Minimum: 1 space per dwelling (including flats and apartments).

Electric Vehicle Charging

- Allocated spaces: 1 charging point per dwelling with dedicated parking.
- Unallocated spaces: 1 charging point per 10 spaces.

Space Dimensions

- Standard bay: 2.5m (W) × 5.0m (L)
- Against wall: 3.0m (W) × 5.0m (L)
- Between two walls: 3.5m (W) × 5.0m (L)
- EV bay: Minimum 2.8m wide
- Garage (if counted): 4.0m (W) × 6.5m (L)

Public Open Space, April 2019

The Public Open Space SPD sets out guidance for the provision, enhancement, adoption and future maintenance of Public Open Spaces (POS) required in conjunction with new residential and commercial development across Warwick District. It replaces the previous Open Space SPD that was produced and adopted by this Council in 2009.

Of particular relevance to the King's Hill Lane Masterplan Site are the requirements for green/open space per 1000 population. The report states the following:

5.47 ha per 1,000 population (plus 0.42 ha per 1,000 population for allotments on sites over 100 dwellings).

Breakdown by Typology:

- Parks & Gardens: 35%
- Natural Areas: 35%
- Amenity Green Space: 17%
- Allotments: 7%
- Children/Youth Areas: 6%

Kenilworth Conservation Area

The Kenilworth Conservation area lies directly west of the King's Hill Lane site, identified in red on the plan on the following page.

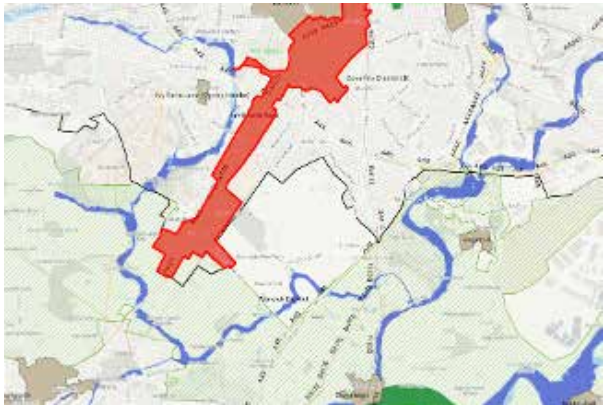
The Kenilworth Road Conservation Area is a designated area in Coventry, UK, known for its fine approach to the city, characterized by the mature "Spinney" woodland lining the road and large, detached houses set back with extensive gardens. Designated in 1968, it extends from the city boundary along Kenilworth Road, maintaining a green and leafy character with open spaces like the War Memorial Park and Stivichall Common. The area is subject to certain rules, such as those governing the management of the woodland and the appearance of buildings, to preserve its character.

Key features:

- The main feature is the "Spinney," a woodland that runs for nearly 3 miles along the road. The woodland is publicly owned and maintained by the Coventry City Council.
- The area features a continuous green landscape with wide verges and mature trees that merge into other woodlands and open spaces like Stivichall Common and the War Memorial Park.
- Behind the tree belt, there are large, detached houses with extensive gardens, contributing to the area's leafy and exclusive feel.
- It was designated a Conservation Area in December 1968, along with other Coventry areas like Allesley Village and Stoke Green.
- Management practices for the woodland include coppicing, ride, and glade management, aimed at maintaining its ecological health and appearance. Rules also exist to ensure that any attachments to roadside posts are low-key and blend with the natural environment.

There is opportunity for the conservation area to influence the design of the masterplan for King's Hill Lane.

Stoneleigh Conservation Area



Kenilworth Conservation Area in red, Contains OS data © Crown copyright and database right (2025). Contains data © Historic England

The Stoneleigh Conservation area lies 1.5km to the east of the site. It was designated in 1969 and extended in 2001.

Originally known as Stanley, the Stoneleigh village once lay within the Forest of Arden. The manorial estate continued as crown property after the Conquest, until 1154, when the Cistercian Order of monks at Radnor petitioned Henry II to move them to the manor of Stoneleigh, where they built the Abbey.

Stoneleigh Village has a clearly defined centre around The Green with the Old Forge in the centre There are a number of heritage buildings, of predominantly brick cottages, some timber-framed with brick infill, and sandstone properties.

There is opportunity for the conservation area to influence the design of the masterplan for King's Hill Lane, with regard to:

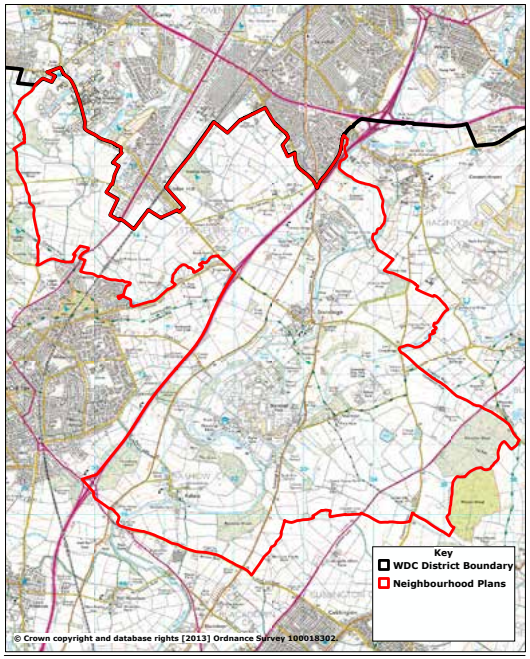
- Materials - brick, timber framing with brick infill, and sandstone.
- Layout and setting - distinct village around the Green
- Boundary treatments – soft landscaping and hedges, rather than hard fencing
- Open space - small open spaces, framed

by buildings and the provision of a community orchard

Stoneleigh and Ashow Neighbourhood Plan

The Stoneleigh and Ashow Neighbourhood Area was designated in 2014 and includes the King's Hill Lane site. Consultation began in March 2023 but there is not currently a Neighbourhood Plan Area designated for Stoneleigh and Ashow.

Stoneleigh Conservation Area, source: Warwick District Council



Stoneleigh and Ashow Neighbourhood Plan Area, Source: Warwick District Council

8.5 Planning History

8.5.1 Planning Application History

There are several live and extant planning applications on the King's Hill Lane site, which have been used to inform production of the illustrative masterplan for the site. Key applications are detailed below:

Site and Status	Applicant	Details	Commentary	Influence on the masterplan and design code process	Masterplan image
King's Hill Lane Park Submitted: March 2018 Status: Granted December 2019 Ref: W/18/0643	Lioncourt Strategic Land Ltd.	Outline planning permission for the development of up to 2,500 dwellings, 4,000m2 of mixed use floorspace (A1, A2, A3, A4, A5, B1, C2, D1 and D2), primary school, secondary school, open space and associated infrastructure. Number of conditions since discharged, S106 signed.	• Approved before 10% BNG became mandatory on major sites in 2024 • Approved with conditions requiring site wide masterplan and design code • Technical methodologies/ processes since been updated, may require review and trigger new constraints (e.g. flood, ecology, transport)	Illustrative masterplan, parameter plans and S106 phasing strategy have been used to inform the allocation site masterplan and also elements of the design code.	Source: Planning Application W/18/0643 (Revsiion I), Copyright: Pe 
Land off Stoneleigh Road Submitted: November 2023 Status: Live Ref: W/23/1722	RCA Regeneration Ltd	Demolition of 3no. existing stables and construction of 20.no dwellings with associated infrastructure. • 20 houses, mostly detached • New foot/cycleway provided along Stoneleigh Road	• Small site within southern area of allocated site • Opportunity to continue pedestrian/cycle way along Stoneleigh Road, to enhance connections into site (and to schools, local centres.) • Potential impact on new access off Stoneleigh Road, due to proximity (approx 35-40m)	Scheme included within illustrative masterplan, and taken into consideration when reviewing access requirements off Stoneleigh Road.	Source: Planning Application W/23/1722, Copyright: MGL Design Associates  

Site and Status	Applicant	Details	Commentary	Influence on the masterplan and design code process	Masterplan image
Southern parcel – landholding promoted south and east of Finham Brook Submitted: N/A Status: Pre Planning Ref: N/A	TBC	Vision masterplan discussed with WDC in November 2017 for it's land south of the Finham Brook. Demonstrates the case for a mixed use development. Principles: • Preserved green corridor along watercourse. New mixed use quarter at entrance to site. Employment uses along the A46. Housing focused around northern field parcel. New links through site. Access off recently upgraded junction off the A46 (Phase 1 of A46 improvements by WCC) - facilitated by utilisation of land in the southern corner of site.	• Produced before BNG became mandatory on major sites (2024) • May be further influenced by regional growth opportunities in the South Warwickshire Local Plan, in particular potential new employment areas to south east. • Technical methodologies/ processes since been updated, may require review and trigger new constraints (e.g. flood, ecology, transport)	Masterplan principles incorporated into the design of the masterplan .	Not in the public domain. 
Coventry City Council planning application - FUL/2018/0842	Coventry City Council	Installation of two new highway access junction, as amended by PL/2023/0000875/NMA	Application submitted for detailed design of Stoneleigh Road and King's Hill Lane junction,	Access highway junction design should be considered as part of the masterplan and movement framework, and for all future reserved matters applications	Source: FUL/2018/0842 Planning Application, Copyright: Arup  

8.6 Townscape Character

A high level townscape character study has been undertaken to understand the history of development on and around the site, the character of buildings and places in the local area and key features which are distinct to the site. This information provides design cues for future development and influences the form and layout of the masterplan.

Site History

Maps from the **mid to late 1800**s show agricultural fields across the site, with some field boundaries aligning with the present-day ones, but most fields broken up into smaller parcels. The Coventry and Leamington Branch railway line is visible along the western edge of the site. There are several farmsteads off King's Hill Lane (as they exist today), and the surrounding area is made up of similar agricultural fields with small parcels of woodland.

To the north of the site, Coventry is an established city, built around a historic medieval core, and expanding out. New development is beginning to be laid out in Earlsdon, Lower Stoke and Cheylesmore, roughly 2km from the northern edge of the site.

The surrounding historic village/settlements of Baginton, Stoneleigh, Kenilworth and Canley can be identified, surrounded by agricultural fields.

Maps from the **1940s to 1960**s show the expansion of the Coventry suburbs right up to the northern edges of the site, with new housing along Green Lane and a new highway north of the site called Stonebridge Highway.

Maps from the **1970s-1980s** show the development of the A46 highway (completed in 1974) along the eastern edge of the site and crossing the Finham Brook watercourse. **By the 1980s**, the suburban areas between Coventry city centre and the site had been developed out, with new neighbourhoods in Stivichall and Finham and accompanying schools, churches and parks.

The University of Warwick was established in 1965) to the west of the site, with further development and expansion over the next four decades.

Recent mapping from the **2020s,** shows the setting of the surrounding historic villages/ settlements affected by new development in the following ways:

Baginton - retains village setting, but significant industrial/commercial development around the Coventry Airport to the east.

Stoneleigh - retains village setting but major earthworks for HS2 to the west of the village

Kenilworth - major expansion of settlement with new housing

Canley - consumed by suburban development, present-day Cannon Park

Site Context Today

Today, the local townscape character comprises suburban Coventry and its agricultural hinterland.

Much of the surrounding 20th-century residential development does not reflect the area's historic character and contributes to an urban fringe feel, particularly where visible from the site's northern slopes.

The south western boundary is defined by the busy Stoneleigh Road, with conservation area housing to the north west and rising agricultural land beyond, while the remainder meets King's Hill Lane and the wooded Finham Brook valley.

To the south-east, undulating, well-treed Arden parkland aligns with typical enclosed, rolling landscapes, though urban fringe

elements such as the sewage works, golf course, and Stoneleigh Park intrude.

Local Character Areas

A site visit took place in November 2026, and key areas within and around the site have been assessed over the following pages.

The map opposite highlights the local areas discussed on the following pages.

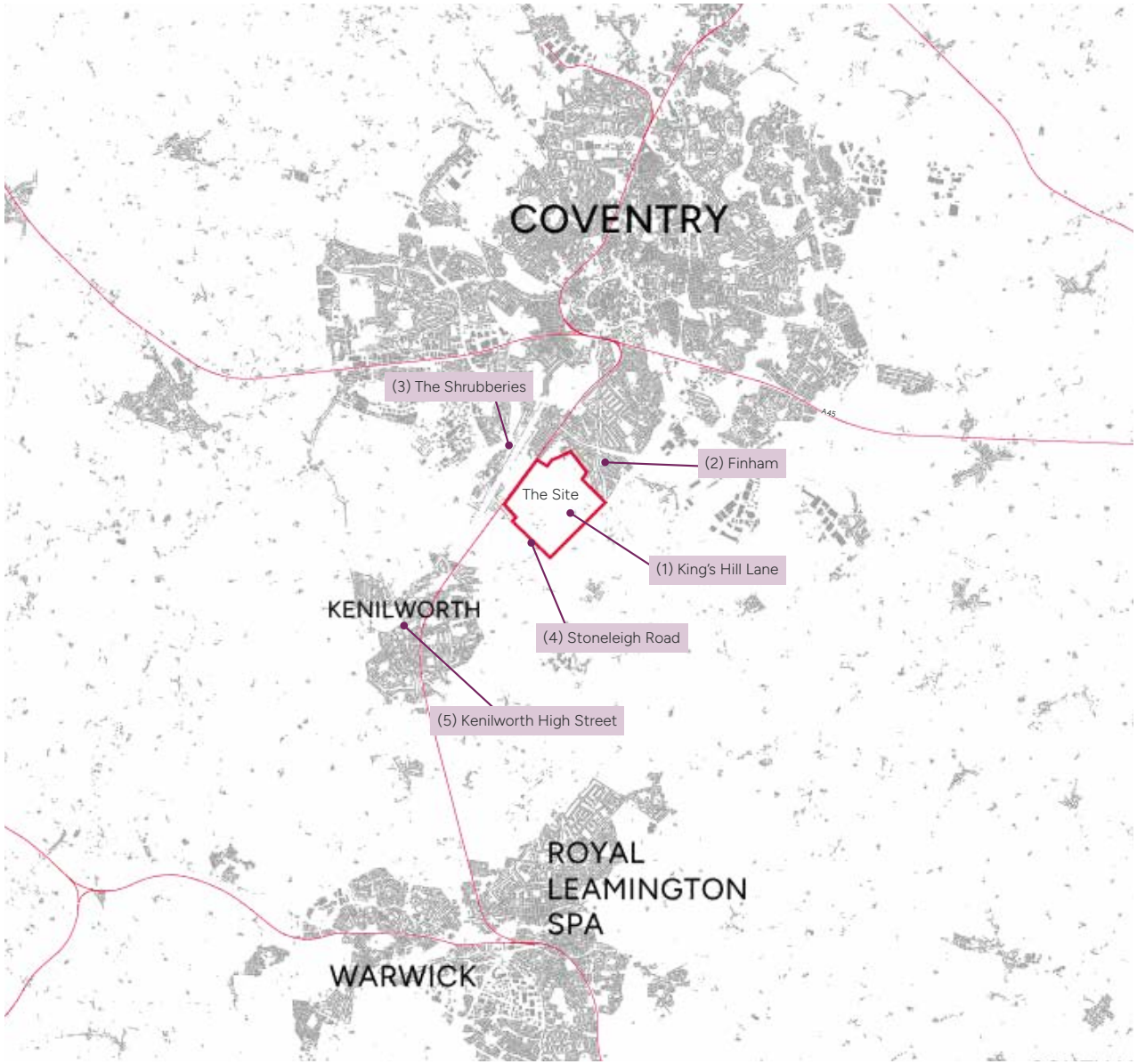


Figure 133 Figure Ground illustrating local areas visited

8.6.1 King's Hill Lane (1)

Rural in character with boundaries defined by hedgerows, trees and foliage. Mostly providing access to agricultural fields, there are several dwellings/farmsteads and commercial buildings along King's Hill Lane.

The older and more historic buildings are predominantly red brick or white rendered, and properties are stepped back from the street and screened from view by trees and foliage in some areas.

More modern developments, for example, the King's Hill Lane Nurseries group of buildings, include large sheds, and buildings are screened from the road by a hedgerow along the boundary.

There is a modern commercial building, part render, part wooden cladding, which contains several different businesses and has been designed in a barn/agricultural shed style.

Figure 134 Entrance to Hill Farm

Figure 135 Cottages at King's Hill Lane

Figure 136 Entrance to Nursery

Figure 137 Commercial office unit

Landscape

Mature and veteran trees, dense woodlands, hedgerows and watercourse also visible.

Variation in the transition from open fields to tree-lined patches.

The field boundaries are well defined with mature hedgerow and there is a substantial mix of seasonal and evergreen trees, rendering seasonal variation.

Figure 138 Mature trees

Figure 139 Water features

Figure 140 View into agricultural fields

Figure 141 View of fields

Views

Long-range views from the highest topographic point through a break in the treeline on King's Hill Lane provide views of Coventry city centre skyline and the Kenilworth Bypass roundabout.

The Coventry skyline creates a distinctive identity marker, reinforcing place character.

The topography and landform allow for long-distance views across fields within the site.

Figure 142Coventry city centre

Figure 143Kenilworth Bypass

Figure 144 Ancient woodland

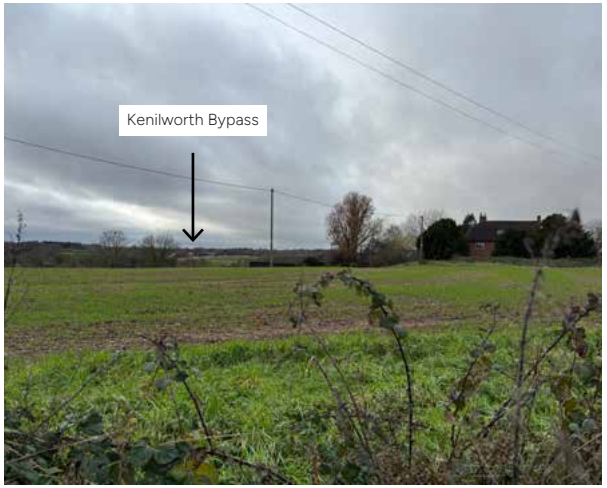


Figure 145Kenilworth Bypass

8.6.2 Finham (2)

The Finham neighbourhood lies directly north of the site and forms the existing edge of the Coventry urban area.

Built form

A strong neighbourhood character with linear streets and long rows of housing, predominantly semi-detached and terraced properties, built around the 1930s-1950s.

Character is defined by a consistent architectural approach, which includes a consistent roofline, use of bay windows and symmetry between windows and roof elements.

Subtle changes in architecture influenced by different builders or scarcity of labour/ materials during periods of war/ inter-war years.

A large proportion of homes feature side extensions, roof extensions and porch modifications, visible from the street. Positive and negative contributions to the street scene and original architectural rhythm.

Public Realm and Landscape

Uniform pedestrian footways on both sides of the road. Green verge with tree planting along key link roads, helping to define street

Figure 146 1940s parade of shops

Figure 147 Terraced houses with repeated archways, bay windows and gables create rhythm and brings uniformity to the street

Figure 148 Rows of semis, several with modifications

Figure 149 Typical 1930s suburban housing

Figure 150 View into the site from Green Lane

Figure 151 Later housing styles on Green Lane (60s-70s)

Figure 152 Later housing styles (60s-80s)

Figure 153 Semi with considerable extensions on each side

Figure 154 Typical semis overlooking green space

8.6.3 The Shrubberies (3)

Residential area to the west of the site. Low density neighbourhood, predominantly detached 1960s/1970s bungalows with wide plots and generous offsets from the street. Transitions to larger semi-detached and detached housing further north along Cannon Park Road. Properties here are 1930s-40s Arts and Crafts style.

Public Realm and Landscape

Stronger edge of settlement character here with bungalows fronting onto open space.

Gilbbet Hill Wood is a natural woodland buffer between the residential neighbourhood of The Shrubberies and the adjacent cul-de-sac developments. It is an accessible green space with walks and trails, connected to the Vale open space to the north.

Figure 156 Bungalow on the Shrubberies

Figure 155 Access into woodland

Figure 157 Arts and Crafts style housing at Cannon Road

8.6.4 Stoneleigh Road (4)

Stoneleigh Road is located to the west of the site. It stretches from Kenilworth Road, crosses through the Kenilworth Bypass and continues towards Stoneleigh.

Built form

Large detached and semi-detached properties and mansions, which fall within the Kenilworth Road Conservation Area. Wide driveways and approach to properties through hedged boundaries.

A wide range of architectural styles and periods, ranging from Modern, Mock Tudor, Arts and Crafts Styles and Mid-Century architectural designs.

Public Realm and Landscape

Footway separated by a wide planted verge. Mature trees line the property boundaries, which provide enclosure to the road. The pedestrian link crosses over the rail bridge. Discontinuous segregated pedestrian way beyond the houses as the road approaches King's Hill Lane.

Figure 158 Off the A46 junction

Figure 159 Off the A46 junction

Figure 160 Towards King's Hill Lane

Figure 161 Towards King's Hill Lane

Figure 162 Conservation Area

Figure 163 Conservation Area

Figure 167 Railway line

Figure 164 Railway bridge

Figure 165 Views into Kenilworth

Figure 166 Tree lined road

8.6.5 Kenilworth High Street (5)

Market town located within 2.5km of the southern edge of the site. historic market-town character shaped heavily by the presence of Kenilworth Castle and the remains of St Mary's Abbey, which continue to dominate the town's visual identity and sense of place. The settlement lies around Finham Brook, a tributary of the River Sowe, and retains a traditional town centre with a mixture of historic buildings, open green spaces and established residential neighbourhoods.

Built form

Variety in traditional architecture lines the High Street from historic cottages and Victorian houses of brick and stone. Densely lined historic high street with commercial, retail and community use. Unique detailing on arches, cornices and pediment highlight local identity. Traditional courtyards connecting multiple cottages are connected through a driveway to the street.

Public Realm and Landscape

High quality environment around the medieval high street, with strong sense of enclosure, heritage buildings, street trees and cobbles adding to character and identity. Mix of period architectural styles, and range of shops and uses add to interest and experience of the street.

Figure 170 Shop corner helping to define arrival onto the high street

Figure 169 Shops and signage on High Street

Figure 168 Internal courtyard

Figure 171 High quality townscape with public space enclosed by strong building line and active frontage

Figure 172 Cottages on Coventry Road

Figure 173 Mix of period styles add interest

Figure 174 More modern townhouses reflecting local material palette and roofscape, but front gardens dominated by parked vehicles

Figure 177 Property with thatched roof

Figure 175 Heritage buildings

Figure 176 Abbey Fields open space

8.6.6 Key Character Influences

The maps illustrate key features from the local area to identify the **positive** townscape characteristics which could influence the design of new development at King's Hill Lane, and create a place which is local to its context, with a strong identity:

Key
- Buildings
- Water
- 100m radius
- Building line - predominantly residential
- Building line - predominantly retail
- Key road
- Key public square
- Key green/open space
- Key trees

Finham Green, Green Lane

- Linear streets, permeable street network
- Strong building line with consistent placement of bay windows, doorways, roofline and gables.
- Houses front onto Finham Green, creating a pleasant, overlooked neighbourhood park.
- Row of shopping facilities in Green Lane, opposite school, promotes activity.
- Trees along Green Lane strengthen the hierarchy of street, however, large driveways to housing reduces cadence of street trees.
- Sample density approximately 27dph.

Stoneleigh Village Centre

- Medieval street network with strong building line enhancing the arrival into the village.
- Redbrick and timber framed historic buildings evoke a strong sense of identity, with terraced front gardens, stone steps and walls adding to character.
- Other successful boundary treatments include picket fences and hedgerows.
- Grass banks provide a softer edge to the street scape and enhance rural character of the village.
- Community orchard to the south east of the centre.
- Sample density approximately 17 dph.

Kenilworth Village Centre

- Strong sense of history with a range of buildings from different periods, adding to the character of arrival.
- Strong building frontage with a mix of town centre uses (shops, pubs, bars) providing active frontages onto the high street and enclosing a small public square at the cross roads.
- Redbrick and timber-framed historic buildings evoke a = sense of identity, with terraced front gardens, stone steps and walls adding to character.
- Large street trees add to the character and provide shading in the summer months.
- Parking is provided but does not dominate, due to the use of cobbled materials and the location of street trees in the carriageway.

The Shrubberies

- Good transition from urban area to settlement edge, with lower density ad houses overlooking open space.
- More informal building line, helps to break up rigidity of urban area and signal transition to edge of settlement
- Street trees signalling arrival into open/ greenspace.
- Sample density approximately 10 dph.

Conclusion

The local townscape character study has drawn out a number of key recommendations:

- In more urban areas in the north of the site, there is an opportunity for a uniform building line along streets, with architectural elements such as doorways, windows and roof features repeating across houses to signal arrival in a suburban environment
- In more rural edge areas, there is opportunity for a more informal building line, and greater set-back form the street for front gardens, to signal the transitional from urban to rural and better interact with the open and natural spaces being provided
- Use of green spaces and village greens to help frame nodes and key junctions and soften the more urban nature of housing areas
- Use of street trees to help signal street hierarchy
- Provision of local square within key local centres, to help strengthen the arrival, and allow space for people to congregate.
- Parking areas could be enhanced through landscape design, e.g. with cobbles and tree planting in the carriageway
- Architecture and local building materials, used in local historic areas such as Kenilworth and Stoneleigh can influence design of landmark buildings on the site, to create a strong, contextual identity

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