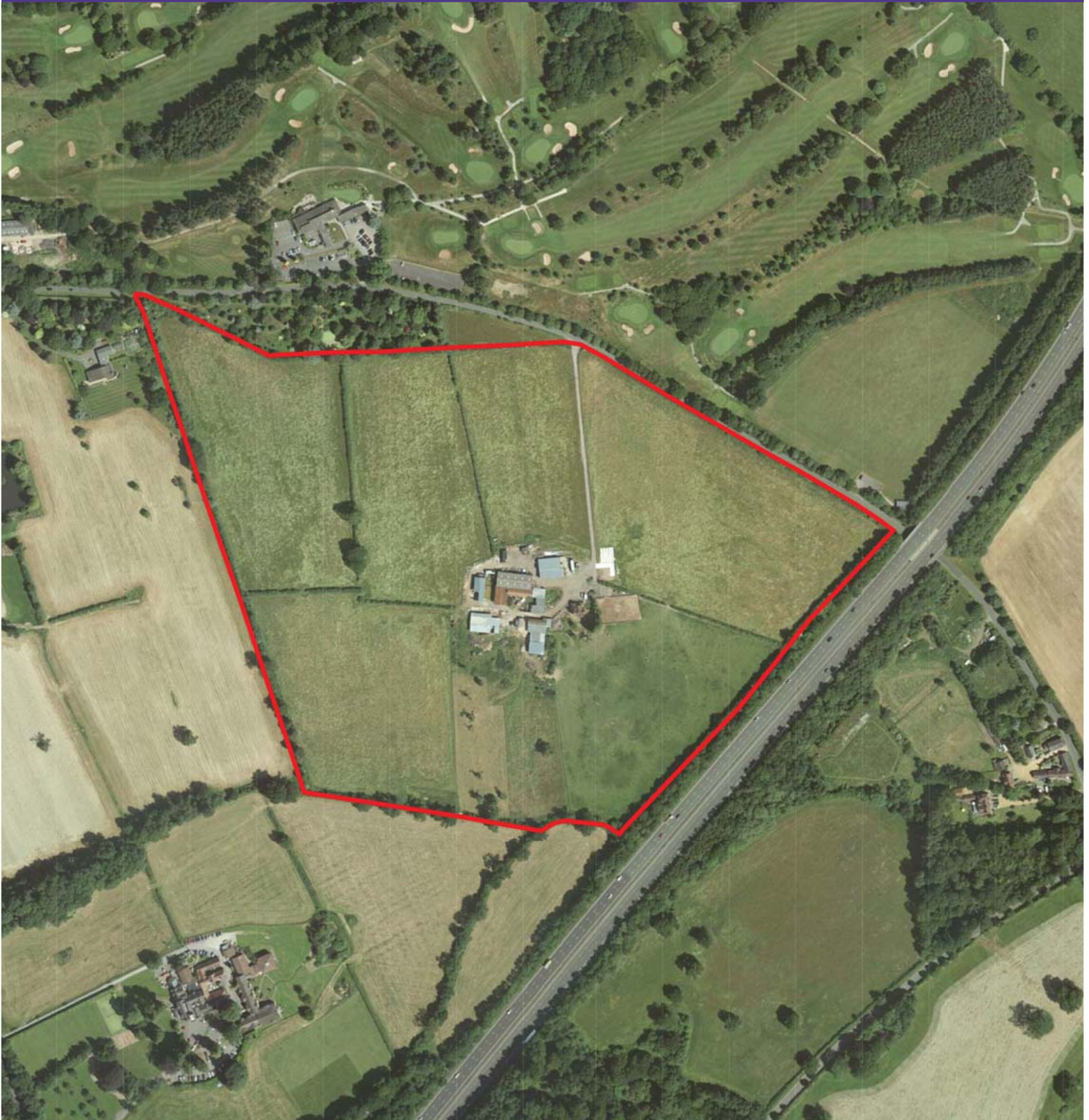


LAND SOUTH OF CREW LANE KENILWORTH

SITE DELIVERY DOCUMENT

APRIL 2016





CONTENTS

1.0 INTRODUCTION

- 1.1 Overview
- 1.2 Scope and Structure

2.0 SITE AND LOCAL CONTEXT

- 2.1 The Site
- 2.2 Local Context and Strategy
- 2.3 Local Facilities and Services
- 2.4 Access and Movement

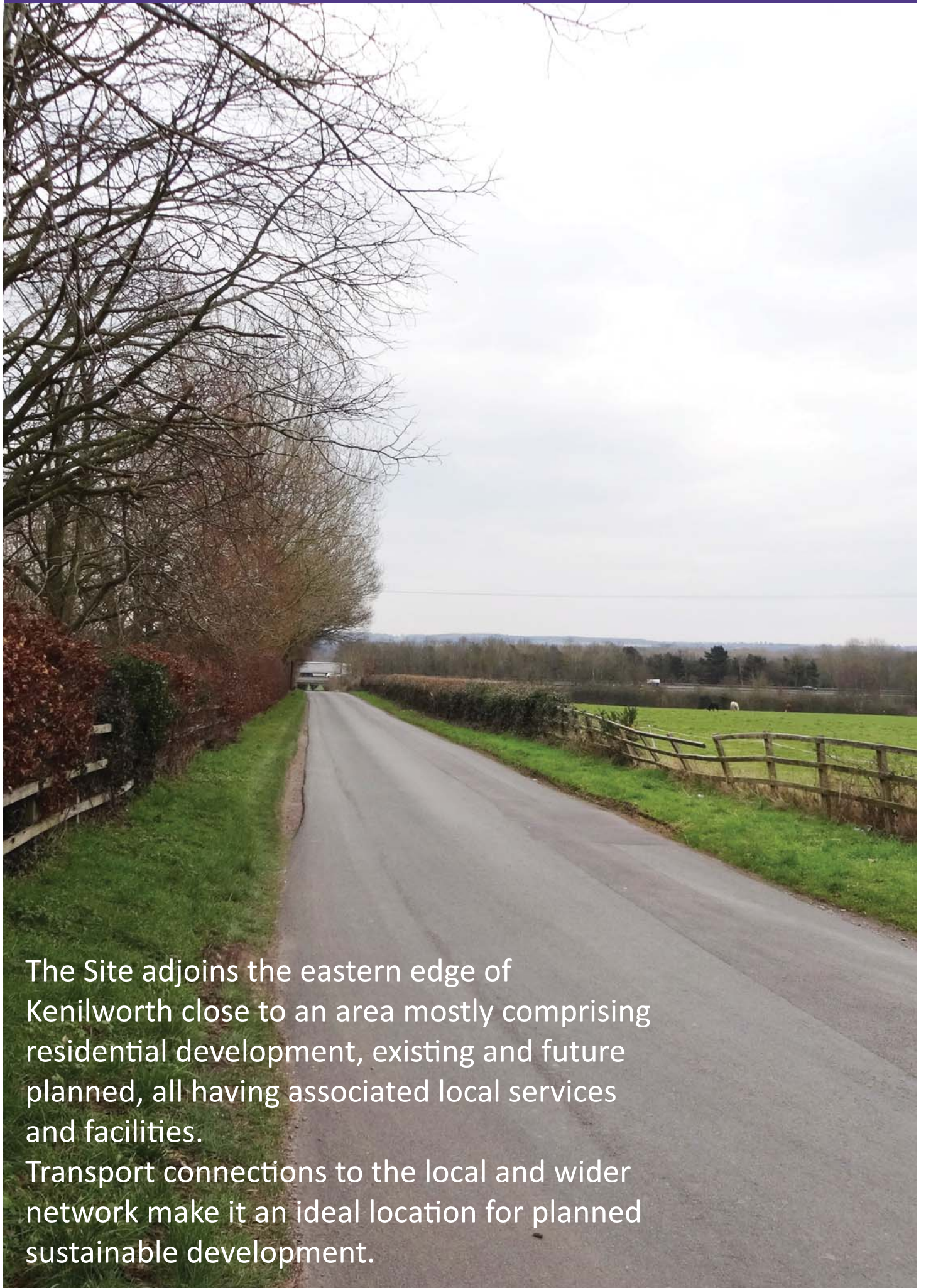
3.0 SITE APPRAISAL

- 3.1 Site Overview
- 3.2 Sustainable Development
- 3.3 Green Belt
- 3.4 Landscape
- 3.5 Arboriculture
- 3.6 Technical Constraints
 - 3.6.1 Highways and Access
 - 3.6.2 Ground Conditions
 - 3.6.3 Noise and Vibration
 - 3.6.4 Flood Risk and Drainage
 - 3.6.5 Utilities
- 3.7 Ecology
- 3.8 Constraints and Opportunities

4.0 DEVELOPMENT PROPOSALS

- 4.1 Opportunities
- 4.2 Development Proposals

5.0 SUMMARY AND CONCLUSIONS



The Site adjoins the eastern edge of Kenilworth close to an area mostly comprising residential development, existing and future planned, all having associated local services and facilities.

Transport connections to the local and wider network make it an ideal location for planned sustainable development.

1.0 INTRODUCTION



1.1 Overview

This document has been prepared by Catesby Estates Limited in respect of a potential allocation for residential development at Land South of Crew Lane, Kenilworth (“the Site”), which lies within the administration of Warwick District Council. (“the Council”).

The document is submitted in support of the Council’s emerging Local Plan with the Site forming part of the larger overall site outlined for potential allocation for residential development (ref: H40). Kenilworth is one of four key urban areas identified within this emerging Plan that is required to accommodate a significant proportion of growth over the next Plan period.

The Site is located outside of the extent of built development which defines Kenilworth town and is within the Green Belt. Land immediately to the west of the Site, ‘*Southcrest Farm*’, has a proposed education allocation (ref: ED2) and a parcel of land immediately to the south is a continuation of the H40 residential allocation.

In such circumstances, and bearing in mind the A46 dual carriageway runs directly alongside, the Site cannot be said to continue to form part of the functional Green Belt. Consequently, any future development upon the Site would form a logical extension to the development envelope.

A separate document has been prepared by Catesby Estates Limited in support of the land parcel to the south, known as ‘*Woodside Management Centre, Glasshouse Lane, Kenilworth*’. Both of these documents should be read in parallel.

1.2 Scope and Structure

This document is comprised of the following sections:

- **SECTION 2.0 – SITE AND CONTEXT.**
Identifies the location of the Site, introduces the relevant local context, studies local architectural style and building form, and references all significant local facilities including the local network of public rights of way, highways and public transport.
- **SECTION 3.0 – SITE APPRAISAL.**
Focuses on the immediate context of the Site, documenting how the various constraints will shape any potential development proposal.
- **SECTION 4.0 – DEVELOPMENT PRINCIPLES.**
Demonstrates the deliverability of the Site by illustrating a potential development proposal and provides an indication of the likely capacity of the Site.
- **SECTION 5.0 – CONCLUSIONS.**



Expansive view south across the Site

2.0 SITE AND LOCAL CONTEXT

2.1 The Site

The Site, delineated on the Strategic Context diagram below with an asterisk, is located at the eastern edge of Kenilworth at the heart of Warwickshire, north of the towns of Warwick and Leamington Spa and 8km southwest of the city of Coventry. The Site sits to the south of Crew Lane and to the east, the A46 dual carriageway to the east.

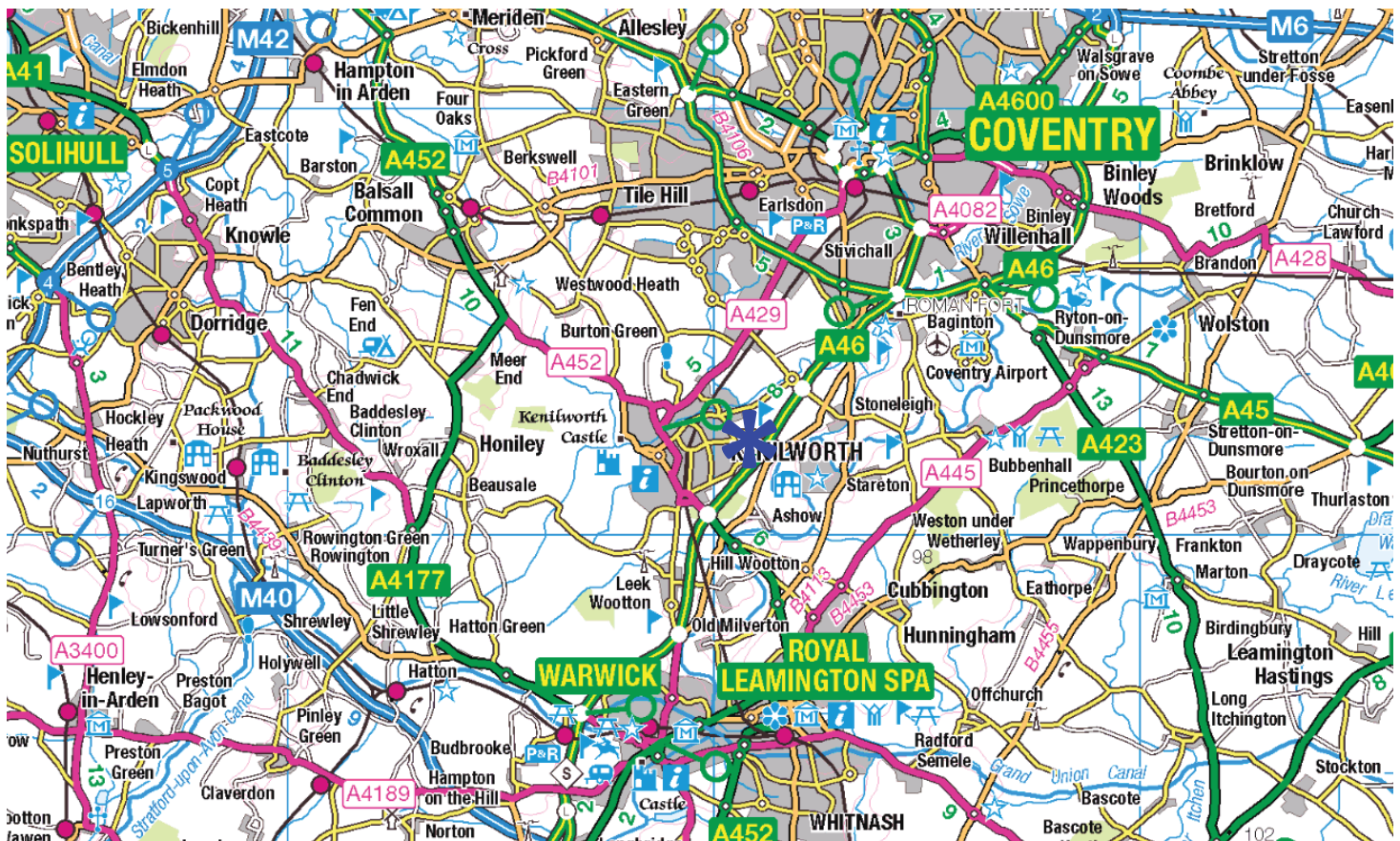
Kenilworth is a vibrant town centre. In addition to the diverse range of High Street shops, restaurants and businesses, the town boasts a medieval castle, Elizabethan palace and gardens. Stoneleigh Abbey is Grade 1 listed within the Register and Historic Registered Park and Garden and lies to the east of the town.

Reasonably close to the Site are two neighbourhood centres, the closest of which is conveniently located within 1200m. Other essential services are located within the neighbourhood, such as primary and secondary schools, recreational facilities and public transport links.

The Site is directly connected to the local road network (via both Crew Lane and the land parcel to the south, onto Glasshouse Lane) offering connections to the primary road network (A46, M6, M40, M42) at the wider level. A new rail station serving the town is currently under construction off Priory Road with a scheduled completion date of December 2016. This will significantly enhance rail links between Kenilworth and Leamington Spa, Coventry, Birmingham and London.

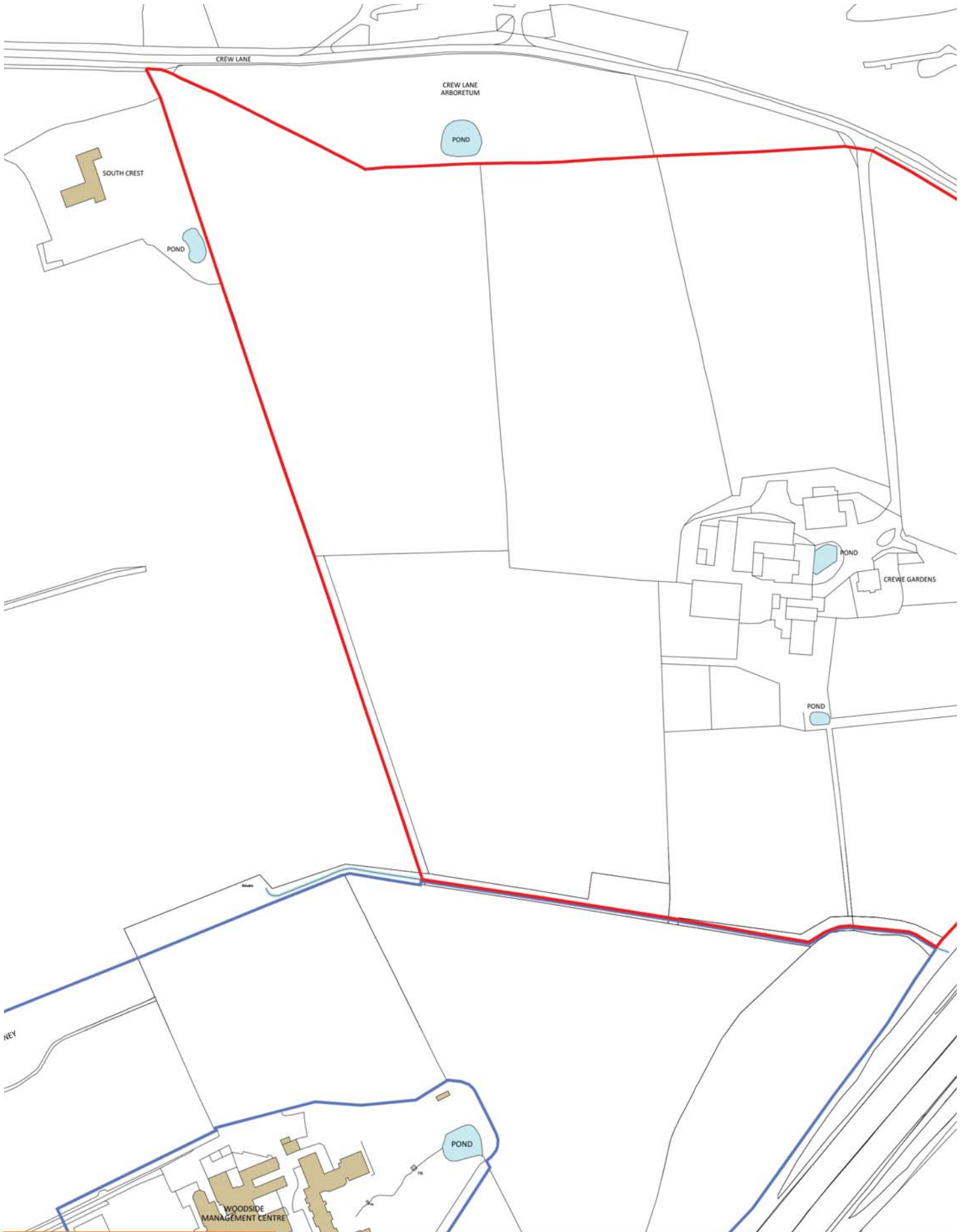
The extent of the Site controlled by Catesby Estates Limited (as shown by the Site Location Plan on the following page) is contained by mature field boundaries all round, A46 corridor planting to the east, Crew Lane Arboretum to the north and structural planting, part of Kenilworth Golf Club, to the northern side of Crew Lane.

The Site is included within the designated Green Belt encompassing Kenilworth and the surrounding area. The historic Roman Settlement at Glasshouse Wood, a monument scheduled by Historic England, lies to the south and east of the A46.



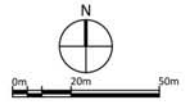
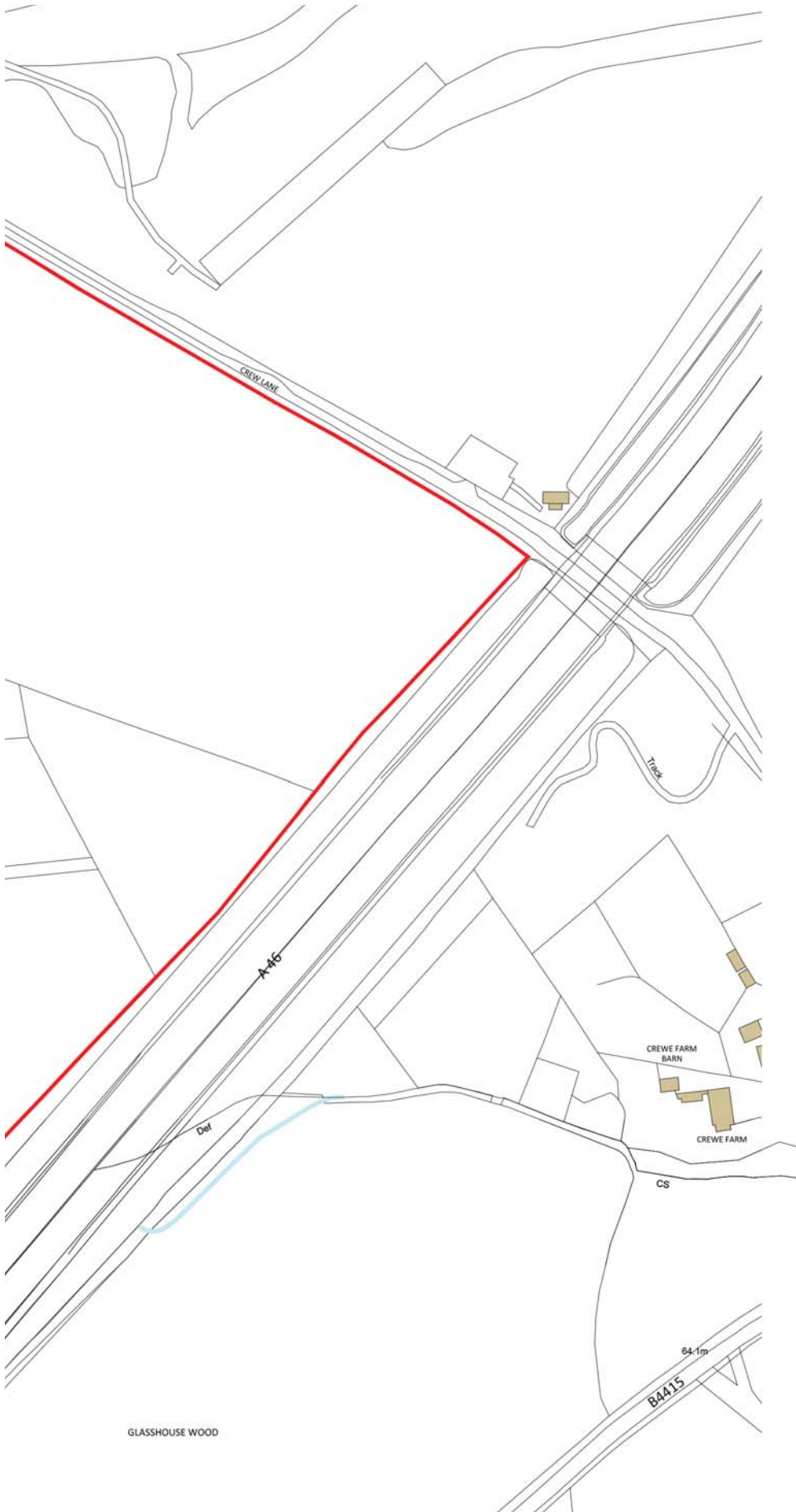
Strategic Context

Ordnance Survey License Number: 100022432



Site Location Plan

Ordnance Survey License Number: 100022432



- SITE BOUNDARY 18.59 ha (45.93 acres)
- POTENTIAL ALLOCATION SITE FOR RESIDENTIAL DEVELOPMENT (REF:H40)

The Site area (gross) extends to 18.59 hectares (equal to 45.94 acres) and comprises a total of seven pastoral fields, the majority of which are sub-divided by mature field boundaries and/or timber post and rail stock proof fencing. At the core of the Site sits Crew Gardens farmhouse and its many agricultural outbuildings, which are accessed from the farm track leading from Crew Lane.

The Woodside Management Centre site abuts the Site to the south, which is also a residential allocation site.

In terms of development potential, the Site is capable of accommodating up to a maximum of 450 dwellings at a maximum density of 37 dwellings/hectare (net), with access (all modes) proposed through the Woodside Management Centre Site to the south and vehicular/cycle access (no pedestrian access) proposed from Crew Lane.



View west across the Site from near the A46 bridge



Crew Gardens farmhouse



Various agricultural outbuildings



View along southern boundary parallel to A46 corridor planting



View across the easternmost field



View south of the westernmost field.

2.2 Local Context and Strategy

Local Context Study

Crew Lane has a rural character defined as such by the absence of pedestrian footways, a defined channel line or streetlighting. The lane, which connects Glasshouse Lane to the west with the B4115 east of the A46 serves very few residential properties. In fact the only one worthy of note is South Crest which is a large detached residence located off to the north west corner of the Site. Otherwise the lane provides access to Kenilworth Golf Club to the north and Crew Gardens farmhouse found at the heart of the Site.

The nearest existing residential development is found to the west of Glasshouse Lane, which is expansive. The appearance of Glasshouse Lane is that of a leafy lane, where development faces the carriageway with mature trees and hedgerow planting providing a visual screen inbetween.

The main residential block off Glasshouse Lane is served from Dencer Drive, a grass lined spine road. Mainly, detached two storey houses abound within this area, with occasional semi-detached and bungalows.

Development within this area is mostly from the late 80's/ early 90's with architectural styles simple, a strong cul-de-sacs street patterns and block structure repetitive. Red brickwork walling and dark brown window casements replicate older individual properties found along Glasshouse Lane.



Improved property on Dencer Drive



Shared driveway off Glasshouse Lane



Semi-detached dwelling on Glasshouse Lane



Semi-detached dwelling on Glasshouse Lane



The grass-lined spine road of Dencer Drive

Much further west of Glasshouse Lane, along Windy Arbor, Farmer Ward Road, Thornby Avenue and surrounding roads, a large residential area comprises higher density development. This area features a variety of two storey development interlaced with bungalows, all in detached and semi detached form. which These blocks have the typical characteristics of development from the 70's and the 80's. They are mostly eaves fronted, set back from the street with a fore garden, walls clad in common facing bricks with contrast panels such as render/horizontal boards/felt shingles and having white finish casement windows.



20th century housing along Thornby Avenue

Warwick Road became the 20th century heart of Kenilworth and is conveniently located approximately 2.5km west of the Site. Travelling from the south, a variety of buildings can be seen ranging from modest two storey terraced blocks and detached properties to large victorian town houses. Travelling further north, the road frontage starts to get broken up with many purpose built businesses including public houses, a fuel filling station and a church. The road becomes busier still further on and more populated with the many town centre facilities including the main shopping area complete with its 1960's precinct.



Development off the southern end of Warwick Road

The style of architecture found in Kenilworth becomes far richer beyond this point, immediately surrounding the parkland of Abbey Fields. The High Street, Castle Hill and Castle Road make up the historic core of the town where many different ages of building types and styles come together to make up the designated Conservation Area. Buildings from the medieval period site alongside those from the Elizabethan period, Regency alongside Victorian. Grand, large buildings sit back from the street. Smaller buildings, tight to the carriageway often in continual blocks. It is easy to imagine that architectural styles in this area are full of character and are rich in appearance.



Town centre facilities at the northern end of Warwick Road



High Street, at the historic core of Kenilworth

The majority of housing within the settlement of Kenilworth is established in character, with a rich variety of architectural styles and facing materials present.

Not all styles reflect the local vernacular however, resulting in a lack of architectural harmony in certain parts of the town. This is typical of large volume housing developments of the 20th century found immediately to the west of Glasshouse Lane, where little effort has been afforded in respect of 'good design'.

Design elements that will contribute to the local vernacular include: continual block structure to smaller houses, larger houses set back from the street laid out with fore gardens, generous pitches to roofs, broken and varying eaves lines, chimneys, deep casement windows to ground floors, simple but legible architectural detailing.

Design Strategy

When considering the design strategy for any new development, it is important to draw inspiration from the character of the local area to ensure that the development successfully integrates into its surroundings. The study has concluded that Kenilworth has an established character, which helps to create a comprehensive pattern book to work with when selecting the right block structure, scale and architectural styles for a design strategy.

A significant factor in planning new development often relates to the efficient use of land. The majority of existing development to the west of of the Site, comprises two storey detached housing with three and four bedroom accommodation, resulting in a relatively low density and inefficient use of land.

The argument for using land efficiently should be a strong consideration when planning new development. In addition, paragraphs 47 and 50 of the NPPF sets out to ensure that new development delivers a wide choice of homes and meets a range of housing needs.

These points conclude that any new scheme design should incorporate a varied housing mix. For example, new development on the Site should accommodate a range a smaller houses and apartments (1, 2 and 3 bedroom) through to medium/medium-large houses (4 and 5 bedroom). Such a proposal will result in a higher density of housing than that immediately adjacent to the Site, ultimately ensuring that a more efficient use of land is achieved.

If the scale and density of development does not fully reflect the character of the immediate area, the features of buildings, style of architecture and selection of facing materials should echo what is found locally to improve the chances of succesful integration of the development.

The strategy for any potential future development upon the Site, should follow a set of essential principles.

Development should be two storey in the majority with occasional opportunities for accommodation set within generously pitched roofs and gables. Block structure should be varied, one that can help to determine a clear movement strategy around the Site, creating streets and spaces having character.

Along the main development access road, block structure could be more continual with building facades located close to the street. This strategy should also be applied where development faces the A46 to help reduce traffic noise migrating across the Site. At the fringes of the Site, adjacent green infrastructure, block structure can be less continual and more relaxed with blocks varied in their configuration, set at differing angles avoiding uniformity along the street.

The configuration of the latter will help to soften the transition between the newly built-form and green space around the site perimeter.

Development should address both key spaces and open green spaces to help provide an appropriate level of natural surveillance and with it successful spaces that are seen to be functional, safe and 'social'.

In respect of the style of architecture and the appearance of the development along the street, design principles could include aspects of the following:

- Walling clad in red/red-multi coloured brick and/or roughcast render;
- Feature blocks have walling at first floor/feature gables clad in contrast materials such as vertical tiles or horizontal timber boarding;
- Generous roof pitches clad in plain and profiled tiles, red and grey colours most appropriate;
- Occasional hipped roofs to reduce massing at corners and at the development edge;
- Simple boxed/open raftered eaves all painted white;
- Bargeboards to front feature gables, cut side gables;
- All other joinery painted white;
- Black rainwater goods;
- Deeper casement windows to larger blocks, well proportioned casement windows to smaller blocks;
- Decorative chimneys to all dwellings set atop the ridge to smaller blocks, set outside the gable end on larger detached blocks;
- Decorative entrance canopies above front doors to larger blocks, simple ledges to smaller blocks;
- Garages set to the rear of dwellings wherever possible, resulting in the car being less visible along the street;
- If unavoidable, parking courts set to the side/rear of blocks and limited in size;
- Frontage spaces enclosed with fencing/walling/landscaping to help separate private spaces from the public realm;
- Where front gardens cannot be enclosed, allow for a generous scheme of landscaping;
- Hard surfacing and edgings to secondary streets and driveways to encourage a 'shared surface' arrangement ie: one where pedestrians and cyclists feel safe as low vehicle speeds are encouraged.

Fundamentally, 'good design' should be at the backbone of the proposed development which will result in creating a strong 'sense of place', one where people will want to live.



Proposals should give high regard to 'good design' demonstrating a varied block structure, one that can help to determine a clear movement strategy around the Site. Streets should have character and spaces be functional, safe and 'social'. Fundamentally, the proposal should create a strong 'sense of place', one where people will want to live.

2.3 Local Facilities and Services

Kenilworth is supported by a significant number of both local and town facilities and services which support the needs of the community. The close proximity of these services will ultimately support the sustainability credentials of development upon the Site.

The Facilities Plan shown on the following spread illustrates the location of these facilities and services in relation to the Site. Isochrones are shown at distances of 400, 800 and 1200m from the centre of the Site.

The closest facilities to the Site are located on Leyes Lane at the neighbourhood centre referenced "NC1" on the Facilities Plan, approximately 1120m away. Facilities include: a Tesco Express; public house; fast-food takeaways.*

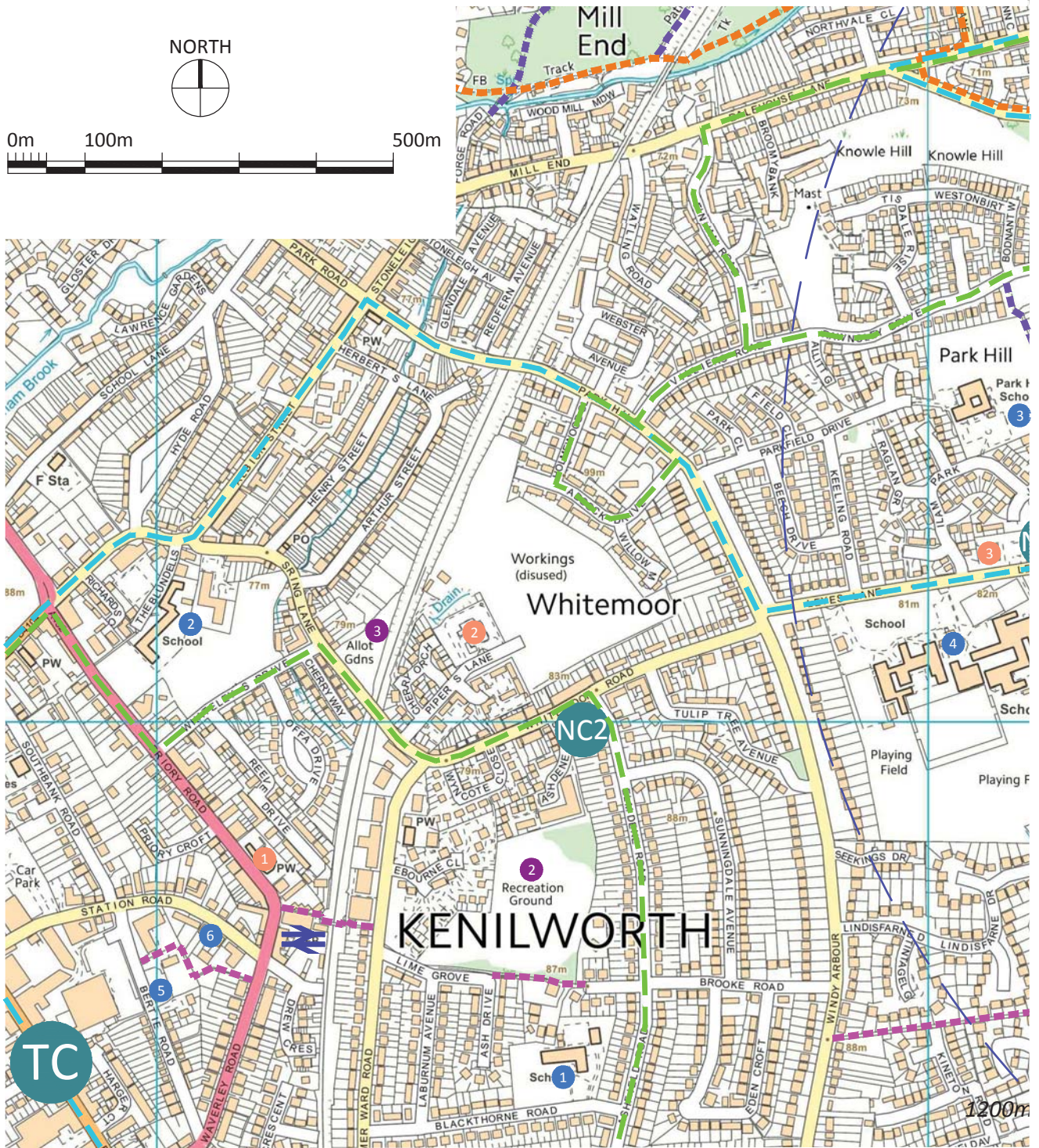
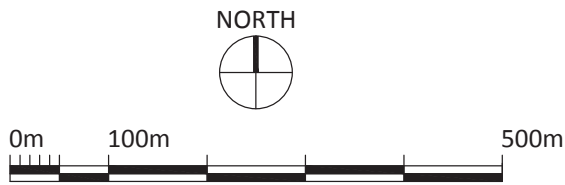
A second neighbourhood centre "NC2" is found on Whitemoor Road within 1700m of the Site, which includes a convenience store, butchers and hair salon.*

The town centre "TC" on Warwick Road is approximately 2km from the Site and comprises public houses, cafes, restaurants, shops, a hotels and many other businesses.

Other than these three centres, the following significant services listed opposite, are located close to the Site (shortest walking distances shown in brackets):

- Nearest bus stop to site (1000m);
- Thorns Community Infant School (1890m);
- St Nicholas C of E Community Primary School (2470m);
- Park Hill Junior School (1430m);
- Kenilworth School and Meadows Community Centre (1360m);
- Castle Medical Centre (2990m);
- Kenilworth Dental Practice (2880m);
- Playing Field (2020m);
- Recreation Ground (1900m);
- Allotments (2220m);
- Kenilworth Wardens Cricket Club (630m);
- Kenilworth Golf Club (1880m);
- St Johns Church (2230m);
- Kenilworth Methodist Church (2670m);
- Recycling Centre (2230m);
- The Tiltyard (1310m);
- Abbey Fields (3700m) - off-plan.

* full list of facilities shown on the Facilities Plan overleaf.



KEY:-

- The SITE
- ISOCHRONES AT 400, 800 & 1200m RADII
- TOWN COUNCIL/CIVIL PARISH BOUNDARY
- STONELEIGH ABBEY PARK (RPG)
- S.A.M - GLASSHOUSE WOOD
- LISTED BUILDINGS - GRECIAN LODGES
- LOCAL WILDLIFE SITE
- EDUCATION ALLOCATION: ED2
- HOUSING ALLOCATION: H06
- HOUSING ALLOCATION: H40

LOCAL BUS SERVICES:

- JOHNSONS EXCELBUS SERVICE 539
COVENTRY - KENILWORTH
MONDAY - SATURDAY: EVERY TWO HOURS
- STAGECOACH SERVICE X17
COVENTRY-WARWICK
MONDAY-SATURDAY: FOUR/HOUR
STAGECOACH SERVICE U17
SUNDAY: TWO/HOUR
- CLOSEST BUS STOPS TO THE SITE
- KENILWORTH RAIL STATION
(CURRENTLY UNDER CONSTRUCTION)

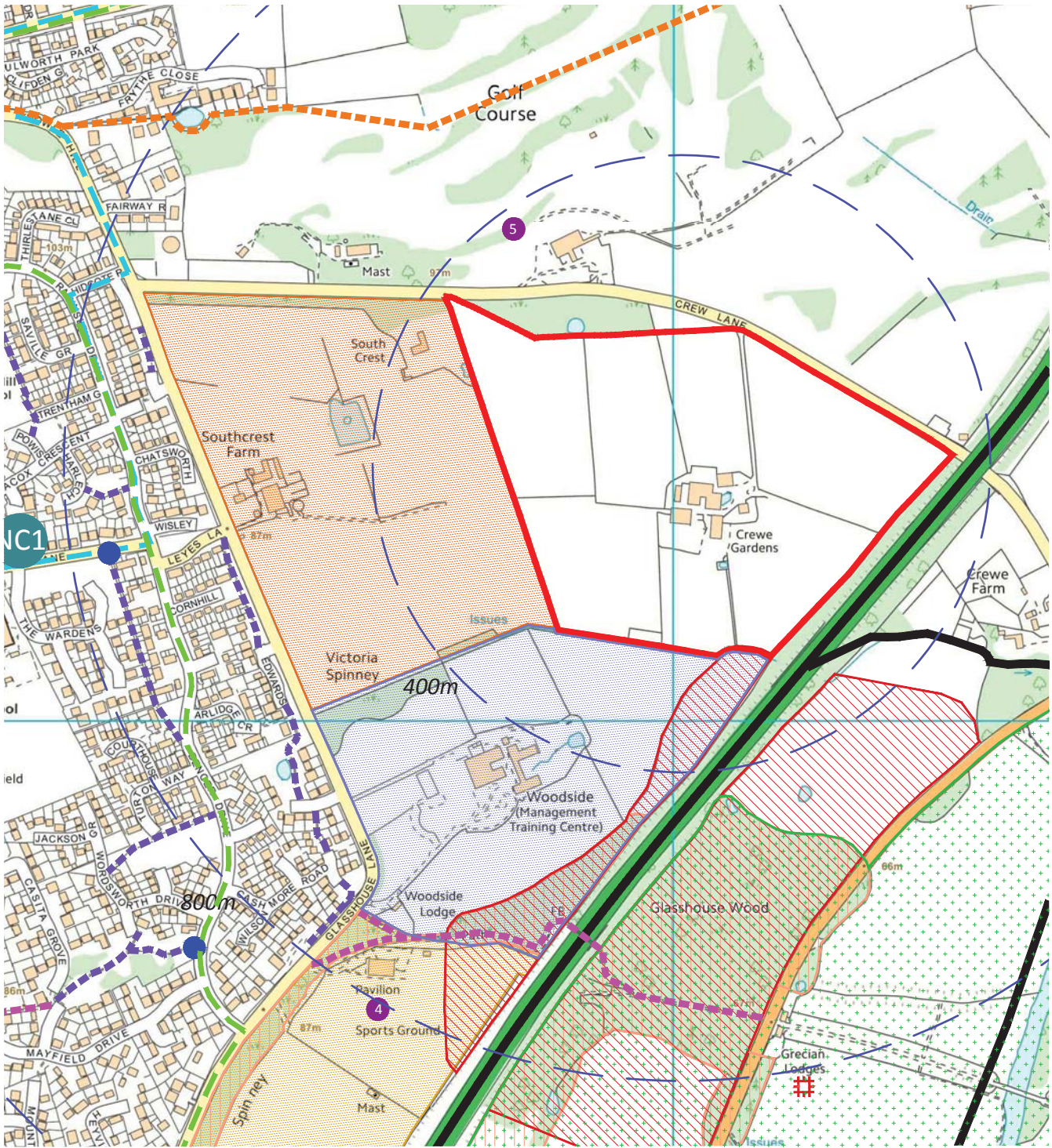
FOOTPATH LINKS:

- PUBLIC RIGHTS OF WAY
- CENTENARY WAY WALK
- OTHER PUBLIC FOOTPATHS NEAR TO SITE
(NOT HIGHWAYS FOOTWAYS)

GROUPED FACILITIES:

- NEIGHBOURHOOD CENTRE FACILITIES #1
- NEIGHBOURHOOD CENTRE FACILITIES #2
- EDGE OF TOWN CENTRE FACILITIES #1

Site Context & Local Facilities Plan



EDUCATION & WELFARE:

- 1 THORNS COMMUNITY INFANT SCHOOL
- 2 ST NICHOLAS CoFE COMMUNITY PRIMARY
- 3 PARK HILL JUNIOR SCHOOL
- 4 KENILWORTH SCHOOL AND MEADOWS COMMUNITY SPORTS CENTRE
- 5 CASTLE MEDICAL CENTRE
- 6 KENILWORTH DENTAL PRACTICE

RECREATION & LEISURE:

- 1 PLAYING FIELD
- 2 RECREATION GROUND
- 3 ALLOTMENTS
- 4 KENILWORTH WARDENS CRICKET CLUB
- 5 KENILWORTH GOLF CLUB

MISCELLANEOUS:

- 1 KENILWORTH METHODIST CHURCH
- 2 RECYCLING CENTRE
- 3 THE TILTYARD P.H.



Neighbourhood Centre at Leyes Lane 'NC1'



Bus stop on Leyes Lane near the Tiltyard P.H.



Neighbourhood Centre at Whitemoor Road - 'NC2'



Kenilworth School and Sixth Form



Town centre facilities at the northern end of Warwick Road



Kenilworth Warden's Cricket Club



Thorns Community Infant School

2.4 Access and Movement

The Facilities Plan shown on the previous spread shows that there is the base for excellent pedestrian, cycle (including bridleways) and bus links from the Site to the town centre, the surrounding area and the wider context. In addition the local road network provides good connectivity to the wider and national network.

Hatton, Warwick Parkway, Warwick, and Leamington Spa train stations are all within 8km of the site towards the south and southwest. These stations offer regular services to London Marylebone, Stratford-upon-Avon, Birmingham and Coventry. Coventry train station is approximately 8km north of the site with regular services to London Euston, Birmingham, Manchester, Oxford and Bournemouth as well as local services to Nuneaton and Northampton.



Kenilworth Train Station - proposed masterplan.

In late 2016 the new Kenilworth Rail Station will be opening on the site of the former station on Priory Road (a walking distance of 2.1km from the Site). A new hourly train service between Coventry and Leamington will be in operation and connections at Coventry will be possible with train services to and from the north of the county, Birmingham and London.

The Facilities Plan also illustrates the routes of all local bus services. The nearest bus stops are on Leyes Lane and Dencer Drive, approximately 700/900m respectively from the centre of the Site. The stop on Leyes Lane is served by routes X16 and X17 between Stratford-upon-Avon and Coventry (via Warwick, Kenilworth, University of Warwick) providing an hourly service Monday to Saturday between 8am and 7.30pm. The stop on Dencer Drive is served by route 539 from Coventry to Kenilworth, running 4 times a day on Monday to Saturday.

The site is bound by the A46 to the east (elevated in part) which is accessed 3km away via the A452 Leamington Road. This provides a direct route to surrounding areas such as Warwick, Stratford-upon-Avon and Coventry.

No Public Rights of Way directly cross the Site. One does run to the south of Woodside Management Centre through Glasshouse Wood linking Glasshouse Lane to the footbridge over the A46. This provides walking opportunities to Stoneleigh and the popular visitor attraction that is Stoneleigh Abbey. The separate document prepared for the Woodside site, mentions that a pedestrian crossing point should be given consideration to link this footpath through to the footpath on the western side of Glasshouse Lane, providing connectivity to both Sites.

Furthermore, this document goes on to suggest that an additional new footpath link will be required to connect the Woodside site with the adjacent residential estate to the west to improve connections and permeability.

The need for these new footpath crossings carries further weight when the number of proposed dwellings on this Site and Woodside are combined. This improved connectivity to all existing facilities found to the west will result in the delivery of much needed new sustainable development.



New pedestrian crossings required along Glasshouse Lane



Elevated A46 dual carriageway forms the eastern boundary to the Site

3.0 SITE APPRAISAL

3.1 Site Overview

This section of the document provides an overview of the existing characteristics of the Site and summarises all associated environmental and technical matters. It confirms that there are no significant physical, environmental and technical constraints to the development of the Site for residential use.

As previously identified, the Site falls within designated Green Belt and measures 18.59 hectares (45.94 acres) gross. Located south of Crew Lane, the Site comprises a collection of pastoral fields surrounding Crew Gardens farmhouse and its many agricultural outbuildings. The Site is accessed from a farm track leading south from Crew Lane.

The Woodside Management Centre site abuts the Site to the south which is also a residential allocation site. 'Southcrest Farm', has a proposed education allocation and this abuts the Site to the west. The A46 dual carriageway (elevated in part) defines the eastern edge of the Site and Kenilworth Golf Club lies north of Crew Lane.

A Constraints and Opportunities Plan included at the end of this section, illustrates the physical, technical and environmental constraints of the Site.

In addition the plan also illustrates the many opportunities that could be considered in the development of the Site, with the rationale behind their inclusion explained in the ensuing section 4.1 Opportunities.

3.2 Sustainable Development

The previous chapter has confirmed that the Site is in a sustainable location and has the potential to be well connected to local schools, shops, public transport and all other town facilities and services found in and around Kenilworth. Not only will any proposed development be served by an extended local public transport service, it will deliver energy efficient, low carbon new homes, supporting local and national sustainability priorities.

3.3 Green Belt

As previously identified, the Site falls within designated Green Belt. The Secretary of State for Department and Communities and Local Government issued a press release on 6th October 2014 about protecting the Green Belt against unnecessary development. Planning Practice Guidance ("PPG") was updated to reflect the press release stating, "local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole, or specific policies in the NPPF indicate development should be restricted". Such policies include those relating to land designated as Green Belt (Paragraph 044: Reference ID: 3-044-20141006).

Paragraph 85 of the NPPF states that "when defining boundaries, local planning authorities should ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development" and "not include land which it is unnecessary to keep permanently open".

We support a review of the Green Belt and consider that there are circumstances in Warwick District where sites, such as this Site, should be released from the Green Belt designation. This is considered further in Section 3.4 Landscape, overleaf.



View north along Crew Lane

3.4 Landscape

The Site is reasonably well contained by existing landscape features, meaning proposed residential development could potentially be accommodated with limited visual impact, assuming a sensitive landscape-led masterplan response with lower density development planned at the outer fringes. The A46, which sits elevated in part, bounds the Site to the east and has extensive vegetation along its embankment. This not only provides a physical barrier but also a visual barrier to land to the east which includes Stoneleigh Abbey Registered Park and Garden.

To the north, the Site is bounded by an extensive collection of trees forming a small but dense woodland block, namely Crew Lane Arboretum, whilst mature hedgerows and trees form perimeter containment to all other boundaries. To the south, Woodside Management Centre residential allocation site abuts the Site, the northern boundary of which is defined by a strong tree line also marking out the watercourse that splits the two sites. These trees limit intervisibility of the Site for the lower half, however as site levels rise to the north, elements of the Site do come into view.

The site is not located within any national or local landscape designations. It is however located within the Coventry Green Belt. Green Belt is not a landscape designation per se, but a policy described by Paragraph 79 of the NPPF which states that *“the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”*.

As identified in the West Midlands Joint Green Belt Review Study (2014), the Site lies within a land parcel defined as having *“a couple of farms, small clusters of isolated dwellings and two large facilities – Woodside and the Kenilworth Golf Course Club house. The buildings associated with these developments compromise the openness of the Green Belt within their immediate vicinity”*. The Site represents a small area of the land parcel identified in the Green Belt Review and does encroach upon the wider countryside, but due to its containment by mature vegetation and the presence of the A46 and existing residential areas further west, this encroachment is limited.

Whilst any development in this location would serve to reduce the rurality of this section of land, it is present within a context already largely desensitised, where the existing built development of eastern Kenilworth exerts an influence across the Site, and combined with the existing vegetation, there is a distinct sense of enclosure and containment. In terms of openness therefore, this being the primary function of Green Belt, the Site’s landscape fabric and physical characteristics, mean further development (in addition to the Woodside Management Centre) would not adversely affect the greater sense of openness.

In considering potential landscape mitigation, native planting would be incorporated throughout the Site in order to break up the hard built form of the residential areas, and create landscape and biodiversity benefits. Existing trees and hedgerows will be retained as much as possible, whilst a number of open space areas will be incorporated into the design of the scheme, as shown on initial Development Proposals shown in Section 4.2.

3.5 Arboriculture

The Site is bound by many established trees and hedgerows, which aid containment.

Crew Lane Arboretum lies to the north of the Site. This area of mature trees is designated under the Priority Habitat Inventory - Deciduous Woodland. An appropriate development stand-off shall be accommodated within the area to safeguard this feature.

An arboricultural survey will be undertaken in accordance with BS5837:2012 to establish existing Root Protection Areas, branch spreads, and tree shadows. Every effort will be made to retain existing trees and hedgerows within the development proposal. Unavoidably, some will be required to be removed along Glasshouse Lane to facilitate access from the Woodside Management Centre site to the south, as well as other short lengths of hedgerow cleared on-site to facilitate connections between adjoining fields.

3.6 Technical Constraints

3.6.1 Highways and Access

Two points of access (all modes) to the Site will be taken from the Woodside Management Centre site found to the south and a further access (vehicular/cycle only) taken from Crew Lane.

Firstly, the two proposed access points from the south shall be an extension of the proposed Woodside Management Centre development street network, details of which are shown indicatively on the initial Development Proposals shown in Section 4.2. These shall continue on from two new points of access provided onto Glasshouse Lane as proposed on the Housing Delivery Document prepared exclusively for the Woodside site. Pedestrian access will be provided by 2m wide footways either side of the access.

The proposed access from Crew Lane shall be in the form of a priority t-junction. No pedestrian access shall be included as part of this tertiary access.



Crew Lane Arboretum

All three access points will be designed with a minimum 5.5m carriageway width and will be connected via a looped street arrangement meandering throughout the development proposals.

Glasshouse Lane is subject to a 30mph speed limit, changing to a 50mph speed limit north of Stansfield Grove. Crew Lane is subject to the national speed limit. Surveys will be undertaken to determine the actual speeds adjacent to the Site so that appropriate visibility splays can be provided at the proposed access.

Further surveys, assessments and consultation with the Local Highway Authority will be undertaken to ensure that any impact from the development on the local highway network is sufficiently mitigated.

3.6.2 Ground Conditions

It is understood that the Site does not have any significant geotechnical constraints in relation to strata or contamination given its greenfield nature. The British Geological Survey Desktop Viewer identifies that the Site is underlain by Mudstone and Sandstone of the Ashow Formation, Sedimentary Bedrock formed approximately 271 to 299 million years ago in the Permian Period in environments previously dominated by rivers. No superficial deposits are recorded.

3.6.3 Noise and Vibration

Given the proximity of the A46 to the east of the Site, careful consideration is required in respect of noise and vibration levels.

A baseline sound level survey and an assessment of the Site to determine the suitability of the site for residential development has been carried out based on the guidance contained within British Standard (BS) 8233:2014 "*Guidance on sound insulation and noise reduction for buildings*".

The results of the assessment show that mitigation in the form of an acoustic barrier and enhanced glazing and ventilation specifications would be required to reduce internal noise levels within any proposed dwellings to within acceptable levels.

With appropriate location and orientation of dwellings relative to the A46, sound levels within external amenity areas would be such that they are the lowest practicable and, in the majority of cases, below the upper guideline value. This could be achieved by ensuring that block facades positively address the noise source, with blocks arranged in a continuous un-broken format. Individual private amenity spaces would be positioned to the rear of these blocks, where they are naturally sheltered by development, which helps to reduce traffic noise to an acceptable level.

3.6.4 Flood Risk and Drainage

The whole of the Site falls within Environment Agency Flood Map for Planning (Rivers and Seas), Flood Zone 1 “*low probability*” and is therefore suitable for residential development (see map extract opposite).

An existing watercourse runs along the southern boundary of the Site, under the A46 to the east joining the River Avon approximately 1km east of the Site. Small levels of surface water (pluvial) flooding are shown on the Environment Agency flood map associated with this watercourse.

Within the Site there are two small ponds found near Crew Gardens farmhouse. The most southern of these ponds is connected to the watercourse by a recently constructed open cut land drain, approximately 100m in length. Drainage ditches run along a handful of the many field boundaries.

Surface water from the Site will outfall via gravity to the existing watercourse. Surface water will be suitably controlled and attenuated on-site so that the pre-development discharge rates and volumes are maintained post-development.

Due to topography, foul drainage from the Site will be pumped to a suitable point of connection into the existing network within Glasshouse Lane further south west. Possible reinforcement of the existing network may be required, subject to a capacity check with Severn Trent Water.

3.6.5 Utilities

Existing overhead HV cables currently traverse the Site (as far east as the farm track) and will require diversion/undergrounding to enable development. A new substation will be required to serve the Site.

Utility records show existing BT, potable water, and gas infrastructure locally, which will facilitate development. Confirmation is required from the network operators to help establish whether reinforcement to any of these existing utility networks are required to serve the Site.

3.7 Ecology

The Site is comprised of areas of open fields which contain poor semi-improved grassland of negligible ecological value. These fields are centred around the Crew Gardens farmhouse, which includes various agricultural buildings, and hardstandings.

Habitats of note within the Site include a number of species poor hedgerows which divide the various fields, Crew Lane Arboretum (complete with ornamental pond) to the north of the Site and two small ponds located centrally. Forming the southern boundary are tree lines of mature broad-leaved species, and to the west, further open fields. To the east is the A46 embankment which is extensively vegetated. A desk study undertaken for the site has shown that there are no statutory designated sites within 5km.

Development proposals within the Site would inevitably result in the loss of the areas of poor semi-improved grassland and small sections of species poor hedgerow. To inform the development proposals for the site it is recommended that the ponds within the Site and (where access permits) within 500m of the Site, are surveyed during March to mid-June to establish presence or absence of Great Crested Newts (GCNs). If GCNs are recorded as being present then there is scope to provide appropriate mitigation as advised by the ecological specialist.

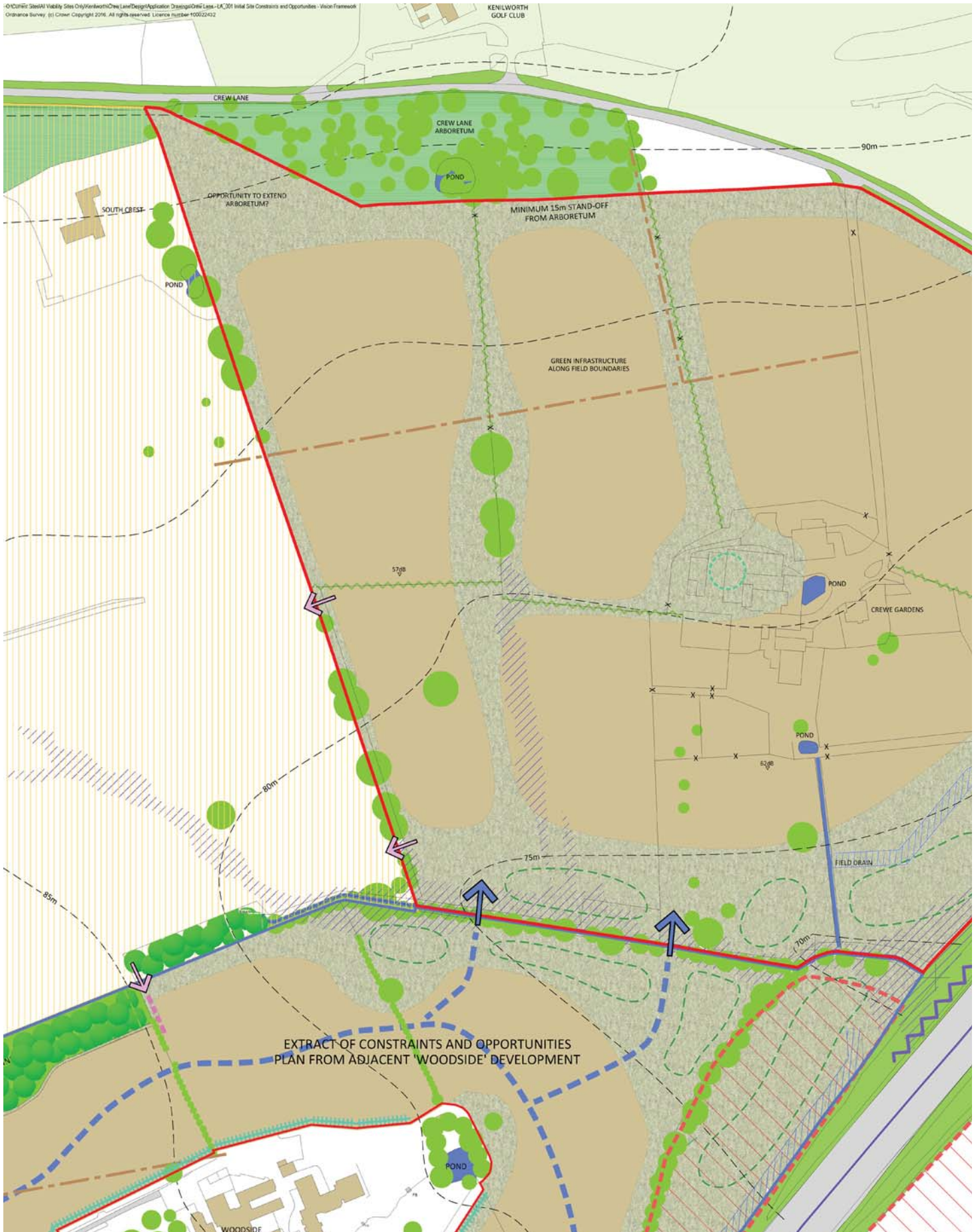
Crew Garden farmhouse and its associated outbuildings have some potential to support roosting bats, although a full assessment has not been undertaken. Any proposed development would include for demolition of these buildings. To inform the design of the development, including the consideration of any inherent mitigation which may be required, it is recommended that an inspection of the buildings and bat activity surveys for the Site are undertaken.

It is not considered that the presence of GCNs or bats would be a material constraint to the development proposals, with opportunities available to enhance the biodiversity value of the Site through the retention, enhancement and creation of favourable habitats.

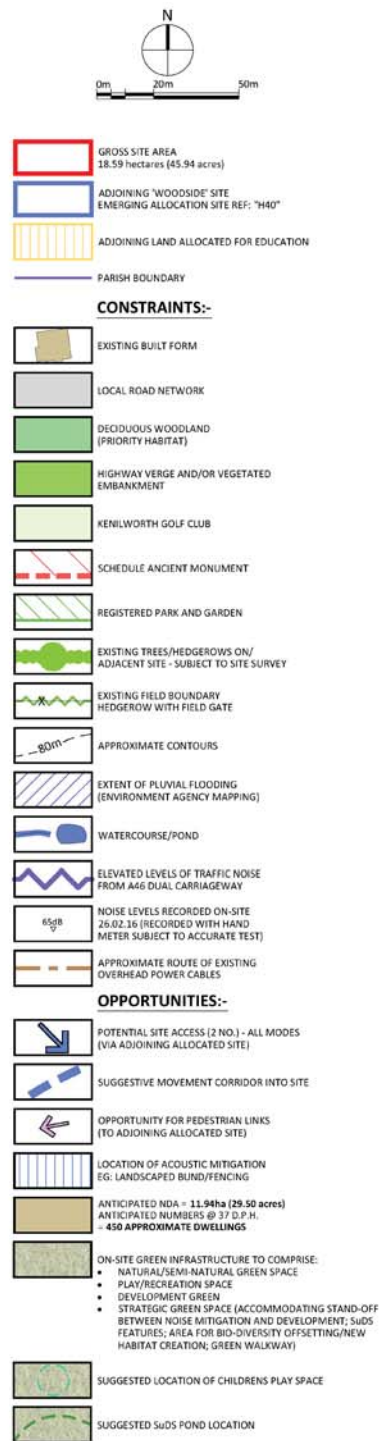
3.8 Constraints and Opportunities

The plan on the following spread illustrates the physical, technical and environmental constraints of the Site, along with all opportunities for development which is explained in further detail in the succeeding section.





Constraints and Opportunities



4.0 DEVELOPMENT PROPOSALS

4.1 Opportunities

The previous chapter appraised the key features of the Site and identified all constraints, with the Constraints and Opportunities Plan shown on the previous spread correlating these constraints. As a result, there are a number of key opportunities which will help to shape any development proposal, the principles of which are summarised below:

- Aim to achieve an overall net development density of between 35-37 dwellings per hectare (net) ensuring efficient land-use. Such a density will be appropriate to the local context, promote “good design” and help to address an identified local housing need;
- Proposed development façades should address all retained perimeter hedgerows and inter-field boundaries thus ensuring that all existing retained green infrastructure becomes inclusive parts of the development;
- Development façades should stand-off Crew Lane Arboretum to the north as appropriate;
- A high quantum of green infrastructure should be accommodated along the southern and eastern boundaries. The former will help to create a natural green corridor along the watercourse, the latter will provide development stand-off to the A46 corridor and its associated elevated traffic noise levels. Other features can be accommodated within the se green areas such as biodiversity offsetting and SuDS features. Children’s play space to be provided central to the development at a quantum to be determined by the Council;
- Development facades should positively address this green infrastructure;
- Development blocks should face the A46 and be continual in format to help mitigate against traffic noise levels and a landscaped bund and/or acoustic fencing be positioned along the southern/eastern edge of the development area;
- There are opportunities to create key blocks forming a ‘development gateway’ at the entrance to the Site north of the existing watercourse and along Crew Lane frontage. Key nodes on-site can be accommodated along the main access loop road. A continually blocked, street structure could be accommodated either side of this loop road, which shall meander throughout the development;
- Building heights should be restricted to 2 storey, with occasional dwellings having room-in-roof accommodation. The inclusion of bungalows should be considered;
- Buildings should be encouraged to ‘turn the corner’ and have a dual aspect where streets meet;
- On-street parking should be defined so as to not impair traffic movement.

There are no significant physical, environmental or technical constraints to the Site and it is available and capable of delivery to help meet the Districts future housing needs.

4.2 Development Proposals

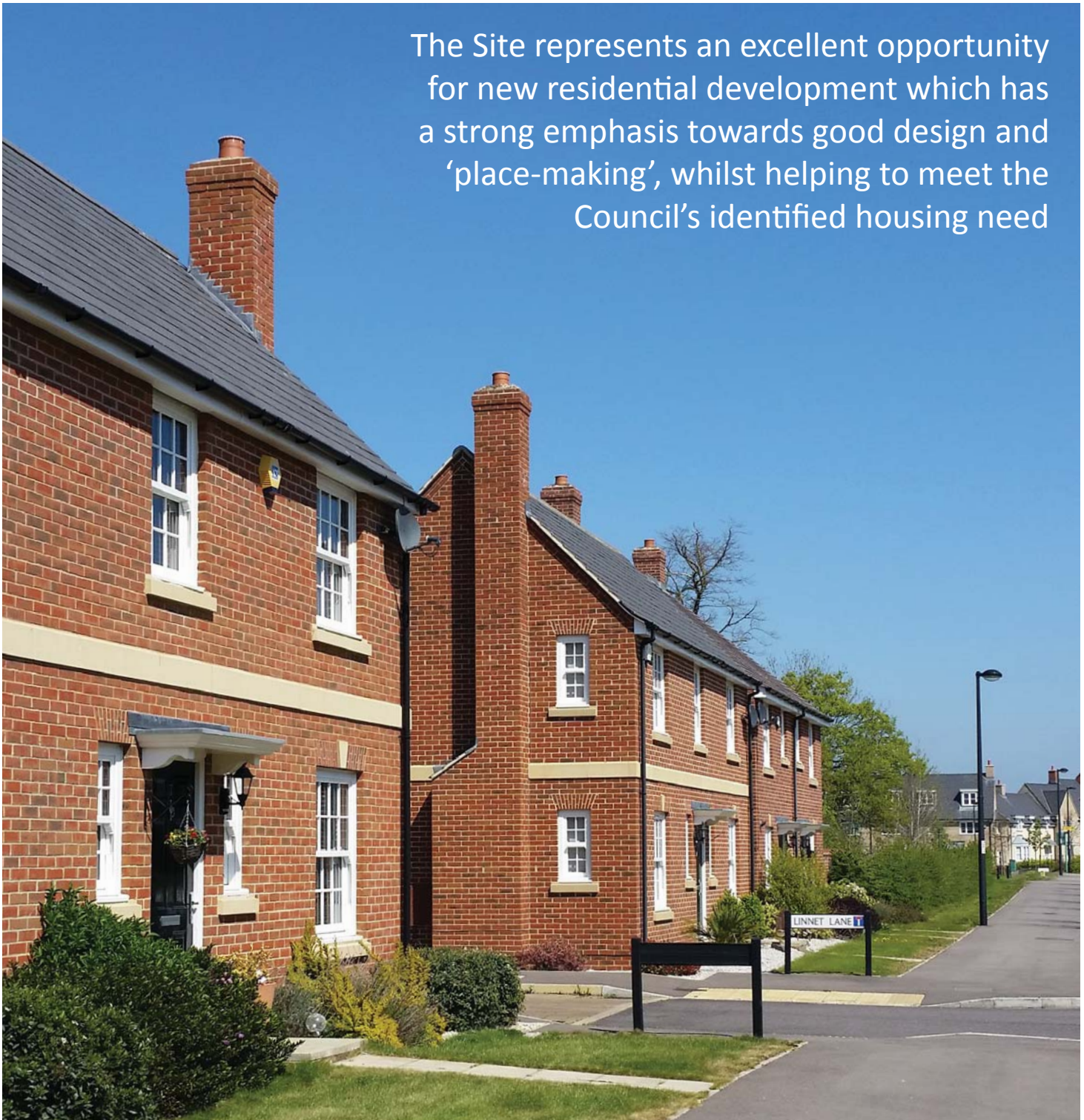
The following spread indicates a proposal which is an illustrative representation of residential development taking into account all of the key features appraised and the associated constraints, whilst suitably accommodating the key opportunities identified opposite. The proposal illustrates residential development with a maximum capacity of 450 dwellings with an indicative net developable area of 11.94 hectares (equal to 29.50 acres). This equates to a development density of approximately 37 dwellings per hectare. This density is considered appropriate as it will contribute towards the Council’s housing numbers and provide a wide range of accommodation types satisfying local housing need. The configuration of dwelling blocks can be planned in such a way to reflect the local vernacular, thus ensuring that the development integrates into both the immediate and local context.

The proposals have been underpinned by the following key design principles:

- A well-structured housing layout can be delivered which successfully utilises the natural features of the Site and provides key character areas throughout, resulting in a positive ‘sense of place’;
- Two points of site access accommodating all modes can be facilitated via the Woodside Management Centre site to the south, and a third from Crew Lane (non-pedestrian).
- An on-site street network shall be developed in a looped arrangement to promote wayfinding and permeability;
- Minor works will be undertaken to existing trees and hedgerows along the watercourse and Crew Lane to enable construction of these site access points and the required level of visibility;
- Tree/hedgerow retention upon the Site will be maximised wherever possible, and further enhanced through new planting. The planned development facade will address all green infrastructure, ensuring that all retained trees and hedgerows positively contribute to the scheme design, provide positive features in that they are functional and form ‘social’ spaces, whilst aiding integration of the development within the surrounding context;
- Provision of publicly accessible open space to aid the health and welfare needs of the future occupants of the development. A large proportion of this provision will be located parallel to the highway embankment of the A46;
- Further areas of open space will be provided along the watercourse to help create a natural green habitat and along the northern boundary near to Crew Lane Arboretum;

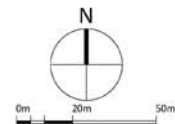
- An easy-to-read hierarchy of primary and secondary movement corridors are proposed to maximise connectivity and aid permeability. Streets shall be faced by development resulting in a visually strong street scene;
- Provision of Sustainable Drainage Systems (SuDS) to ensure that the impact of development upon the local surface water drainage network can provide a betterment to existing greenfield run-off rates;
- Affordable housing will be provided on the Site. This affordable housing will be negotiated with the Council and provided at an appropriate level in line with the current and emerging policy requirement on a split tenure basis;
- Financial contributions, where justified, will be provided as part of the S106 agreement to enhance local infrastructure. Contributions could potentially be made towards:
 - Educational facilities
 - Health facilities
 - Leisure and green infrastructure
 - Highway / public transport improvements.

The Site represents an excellent opportunity for new residential development which has a strong emphasis towards good design and ‘place-making’, whilst helping to meet the Council’s identified housing need





Illustrative Development Proposal



- GROSS SITE AREA
18.59 hectares (45.94 acres)
- ADJOINING 'WOODSIDE' SITE
EMERGING ALLOCATION SITE REF: "H40"
- EXISTING TREES/HEDGEROWS ON/
ADJACENT SITE - SUBJECT TO SITE SURVEY
- LOCAL ROAD NETWORK
- A46 HIGHWAY VERGE/EMBANKMENT
- KENILWORTH GOLF CLUB
- EXTENT OF 'GLASSHOUSE WOOD'
DESIGNATED SCHEDULED ANCIENT MONUMENT
- EXTENT OF REGISTERED PARK AND GARDEN
- EXISTING WATERCOURSE/POND
- PRINCIPLE STREET WITH FOOTWAYS
- PRINCIPLE STREET WITH GRASSED VERGE
AND AVENUE TREE PLANTING
- HOUSING NODE HELPING TO CREATE
PLACES AND SPACES
- SHARED SURFACE STREET
- PRIVATE SHARED DRIVE/MEWS
- ON-SITE PEDESTRIAN LINKS
- DEVELOPMENT AREA
- DWELLING FOOTPRINT
- PLANNED GREEN INFRASTRUCTURE INCLUDING:
 - NATURAL/SEMI-NATURAL GREEN SPACE;
 - CHILDRENS PLAY PROVISION;
 - PUBLIC OPEN SPACE;
 - GREEN CORRIDORS;
 - SUDS FEATURES;
 - ECOLOGICAL HABITAT;
 - ACOUSTIC STAND-OFF
- INDICATIVE NEW TREE PLANTING
- POTENTIAL SUDS FEATURES
EG: SWALES, ATTENUATION BASINS
- LOCATION OF ACOUSTIC MITIGATION
EG: LANDSCAPED BUND/FENCING

5.0 CONCLUSIONS

The development proposal should be influenced by the rich and established character of the town of Kenilworth.

Equally, it should also aim to establish its own recognisable identity, create a place where people can be proud to live, and provide a varied mix of accommodation types to satisfy identified local housing need.



The Site south of Crew Lane, Kenilworth has been robustly assessed in terms of planning, environmental and physical context and it has been demonstrated that the Site is suitable to accommodate future housing development to meet the identified needs of the Council.

The analysis of the Site and the illustrative proposal presented within this document, demonstrates how a well designed, high quality development can be achieved to respond to the unique context of the Site. The Site has capacity to accommodate up to a maximum of 450 dwellings. The following headline points are concluded as such:

- The Site is located within a sustainable settlement and is a suitable location for new housing;
- The Site should be regarded as being suitable for future housing development without having a detrimental visual impact on the wider landscape;
- The Site has “limited” overall contribution to the purpose of the Green Belt. It has been demonstrated that the Site has the ability to accommodate development without encroaching into the wider Green Belt;
- The Site is well located for an excellent range of local facilities and services, the vast majority of which are located within 1km distance;

- The Site benefits from good local and strategic road connections and has good access to public transport. Proposed access points and the on-site street network of the Woodside Management Centre site to the south can facilitate an extended local bus service;
- There is an identified need to deliver new housing to meet the needs of the Council. This Site will help to address that need, offer a wide range of accommodation types satisfying local demand, and deliver the required number of affordable housing units;
- Surface water run-off rate from the development will be controlled offering a betterment over the existing greenfield run-off;
- The development has the potential for creating additional surface water storage to help prevent pluvial flooding occurring along the southern and north eastern boundaries.

The Site is readily available and suitable for development and is therefore deliverable. It would make a sustainable and appropriate opportunity for new housing to meet the identified needs of the District.



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