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# 1 GENERAL INTRODUCTION AND POLICY BACKGROUND

1.1 The adopted Warwick District Local Plan makes provision for future housing and employment land development in the District to 2001. Policy (LW) H2 states:

“Policy (LW) H2

Land is allocated for major housing provision at the following locations over the period 1989-2001:

Southwest Warwick	1100 Dwellings
Heathcote Home Farm	1430 Dwellings
South Sydenham	290 Dwellings

Development will be expected to provide a high quality environment and all appropriate infrastructure and community facilities necessary for the proper development of the sites and their assimilation into the urban framework. Development requirements will be incorporated within development briefs for each site, which may be prepared jointly with developers and/or landowners, to ensure satisfactory development and provision of infrastructure and other facilities directly related to the development.

For Southwest Warwick and Heathcote Home Farm, the briefs will establish a coordinated approach to development of both housing and adjoining employment land.

The implementation of housing development at Southwest Warwick will be phased as necessary to prevent sterilisation of mineral resources.”

1.2 Policy (LW) EMP1 of the adopted Local Plan states:

“Policy (LW) EMP1

Land is allocated for employment purposes as follows:

1. Heathcote, south of Heathcote Lane - 20 ha (50 acres)
2. South of Warwick, west of A429 - 20 ha (50 acres)

Development will be expected to provide a high quality environment and all appropriate infrastructure necessary for the proper development of the sites and their assimilation into the urban framework. Development requirements will be incorporated within development briefs for each site.

The briefs will establish a coordinated approach to development of both the employment land and the adjacent housing land.

The implementation of employment development at Southwest Warwick will be phased as necessary to prevent sterilisation of mineral resources.”

## The Purpose of This Brief

1.3 This document represents the first stage in the preparation of the Development Brief for the Southwest Warwick housing and employment allocation of 1100 dwellings and 20 hectares/50 acres of employment land. It represents Supplementary Planning Guidance, in the form of a **framework brief** which sets out the general principles for the development of the site and lists the infrastructure and community benefits that will be required as part of the development.

- 1.4 This Framework Brief includes an overall Urban Design Framework, which sets out the design principles to be applied to the whole development. At a later stage, more detailed Neighbourhood Briefs will be prepared, which will apply the requirements and principles contained within the Framework Brief to individual parts of the site.

#### **Format of This Brief**

- 1.5 The Framework Brief is in two parts:
- a) It firstly considers the characteristics of the site and the constraints which apply to development. It then sets out the land use requirements of the development, dealing with a broad range of issues, including community and infrastructure requirements.
  - b) The second part (page 14 onwards) has been prepared by Roger Evans Associates, the Council's urban design consultants. This sets out the required design criteria and principles for the site, and translates these into a Concept Plan for the overall development of the site.

## 2 THE SITE AND DEVELOPMENT CONSTRAINTS

### Location

2.1 The Southwest Warwick site is located approximately 2 kilometres south of Warwick Town Centre. It forms a greenfield extension to the town, in a southwestern direction.

### The Site and Existing Buildings

2.2 The site extends to a total of 80 hectares (200 acres) of which 20 hectares (50 acres) are allocated for employment use. The site is essentially triangular in shape, with the apex lying at the southern end of the site, towards junction 15 of the M40. The boundary of the Hilton National Hotel forms the southern limit of the site, whilst it is bounded to the north by Hampton Road, to the east by A429 Stratford Road and to the west by A46(T) Warwick Bypass.

### Topography

2.3 The site is essentially flat and falls gently from west to east, with its highest point lying in the northwest corner, and its lowest point near the eastern boundary. The area forms part of a wider belt of agricultural land, along the former floodplain of the River Avon. There are few significant natural features within the site, limited to some mature trees and hedgerows. Of significance, however, are the mature trees and hedgerows which border the periphery of the site, along Stratford Road, Hampton Road and the Warwick Bypass.

2.4 Important views of farmland, open countryside and Warwick Town Centre exist both across the site and from within the site.

2.5 The Gog Brook, a minor watercourse, forms the northeastern boundary of the site.

2.6 There are no public rights-of-way across the site which would require re-routing.

### Existing Development

2.7 Only two building groups exist within the site, namely the Old House (a Grade II Listed Building) in the southeast corner fronting Stratford Road and Greenacre, a smallholding to the northeast.

## Archaeological Evaluation

- 2.8 District-Wide Policy ENV22 of the Local Plan, states that the archaeological effects of development must be evaluated before planning applications are determined. District-Wide Policy ENV21 states that there will be a presumption against granting permission for development which would have an adverse effect upon Scheduled Ancient Monuments and their settings and unscheduled nationally-important remains and their settings. In addition, unscheduled remains of local or regional importance will be protected from the adverse effects of development.
- 2.9 A series of evaluation briefs have been prepared by Warwickshire County Council covering the whole site. Should any remains be identified, then detailed investigation will be required to determine the extent of archaeological importance. Significant archaeological deposits that merit preservation in situ should be retained within any permanent open space provided by the development.
- 2.10 Within the site, the Old House is a Grade II Listed Building. The site of an Anglo-Saxon cemetery, discovered in 1875, lies to the east of the application site. This may indicate the presence of a contemporary settlement in the vicinity.
- 2.15 It should be noted that the development will substantially increase the area of

## Development Constraints

### Topography and Ecology

- 2.11 Throughout the site, there is little in the topography that dictates the form of development. The boundary planting provides an important screen and will be retained and strengthened. An ecological appraisal is included in Part B of this Brief (Section 5).

### Tree Preservation Orders

- 2.12 Protected trees are situated along the southern boundary and to the south of the curtilage of the Old House. These comprise a mix of sycamore, pine, ash and willow and will be retained and absorbed into the development.

### Surface Drainage Catchments

- 2.13 There is a surface water run-off from the site into Gog Brook from phases 1,2 and 3, which flows beneath Stratford Road via a culvert, and subsequently discharges into the River Avon. No further flows will be permitted to the Gog Brook and a separate outfall will be required directly to the River Avon.
- 2.14 The Watercourse that is located in the vicinity of the Peacocks (residential development) and the Hilton Hotel will require assessment for flood plain issues.

impervious ground, and the pattern and speed of run off following storms. The design

of development should ensure that run off and groundwater recharging remains unchanged.

- 2.16 All watercourses on the site should be retained as open features and a strip of land 5 metres wide adjacent to the top of both banks must be kept clear of new buildings and structures. Any culverting or bridging of the watercourses should be to the approval of the District Council in conjunction with the Environment Agency.

#### Foul Drainage

- 2.17 A 450 mm diameter foul sewer traverses the site in the direction of the sewage treatment works on the eastern side of Stratford Road. This sewer has limited capacity, and will require upgrading or alternatively the provision of a new foul sewer infrastructure, to serve both the residential and employment uses. Additionally, some improvement works may be necessary at Longbridge Sewage Treatment Works to accommodate the additional flows and further information should be sought from Severn Trent Water.
- 2.18 A 'cordon sanitaire' will be a requirement of Severn Trent Water, within which development should be restricted. Only limited forms of development will be permitted within this area, such as car parking areas and structures to house infrastructure such as pumping stations. This is defined in the Local Plan as the Employment Buffer Zone. Policy (LW) EMP3 of the adopted Local Plan states:

"Within the employment buffer zone, no development will take place other than landscaping associated with the adjacent employment allocation. Development in the employment area and associated works in the employment buffer zone will be phased as necessary to prevent

sterilisation of mineral resources."

#### Easement Constraints

- 2.19 A 300mm medium pressure gas main runs across the northwest of the site. Part has already been diverted to allow initial development to commence within the northwestern sector of the site. The rest may remain a constraint to development but it may be diverted if necessary.
- 2.20 All existing public sewers and prospectively adoptable sewers will be subject to Severn Trent Water's standard easement requirements.

#### Noise Control Measures

- 2.21 Noise control measures, particularly along the boundary of the site which adjoins A46(T) will require to be provided to the satisfaction of the Council's Environmental Health Officer and Planning Officer.
- 2.22 Where industrial (commercial) premises are to be located in the proximity of proposed and existing residences noise control measures will have to be taken into account.

### 3 DEVELOPMENT REQUIREMENTS - LAND USE

3.1 This section of the Framework Brief sets out the Council's requirements in respect of the land use within the site. It considers the following matters:

- Development objectives
- Components of the development
- Access and highways
- Public transport and cycleways
- Local Centre
- Community facilities
- Open market housing
- Affordable housing
- Public open space and play space
- Employment development

### Development Objectives

3.2 The development objectives for the Southwest Warwick site are to:

- Ensure that individual development takes place in a coordinated way, related both to each other and to the site as a whole
- Secure a high standard of design, befitting the site's 'gateway' location
- Provide a range of housing types within the site, including affordable housing
- Provide for a range of employment uses
- Ensure adequate and appropriate provision of community and other facilities related to the site
- Secure appropriate access arrangements and links to the strategic and local highway networks

## Components of the Development

### Residential

- 3.3 The principal component of the Southwest Warwick site will be the provision of about 1,100 dwellings, of a full range of types, including appropriate elements of affordable housing. The housing component will be located on the northern part of the site, relating to the existing adjacent residential communities which form the present southern extent of the town.

### Employment

- 3.4 20 hectares/50 acres of employment development will be located at the southern end of the site, immediately to the north of the Hilton Hotel/The Peacocks. In accordance with adopted Local Plan Policy (LW) EMP2, the composition of the employment use will be:

<b>B1 (Business)</b>	Up to a maximum of 70% of the land area
<b>B2 (General Industrial)</b>	No less than 30% of the land area
<b>B8 (Storage or Distribution)</b>	Up to a maximum of 10% of the land area, this being deducted from the 70% B1 maximum

In light of the Inspectors comments at the Local Plan Inquiry on the applicability of this Policy the Council will consider a variation on this balance in the interest of securing a high quality development at this important gateway location.

### Associated Facilities

- 3.5 The development will, in accordance with District-Wide Policy IMP1 of the adopted Local Plan, meet its consequential infrastructure and other requirements. These include the provision of a local centre, community facilities, highway/cycleway/public transport requirements and urban design criteria, including the provision of appropriate levels of public open space and landscaping.

## Access and Highways

### General Matters

- 3.6 The site is bounded by Hampton Road to the north, A46(T) Warwick Bypass to the west and A429 Stratford Road to the east. Hampton Road forms the northern boundary of the site and provides a significant link from the existing built-up area of Warwick to the villages to the west. The road is designated A4189.
- 3.7 The A46(T) Warwick Bypass (part of the Lincoln-Bath Trunk Route) forms the western boundary of the site and comprises a two-lane dual carriageway. There is a service station located on the A46 (T), to the north of the development site
- 3.8 Stratford Road forms the eastern boundary of the site. This is designated A429 and links Warwick town centre with Junction 15 of M40 and the A46(T) Lincoln-Bath Trunk Route.



### Alterations to the Strategic and Local Highway Network

3.9 The Highways Agency (as the Authority for Trunk roads and for Motorways) and Warwickshire County Council (as Highway Authority) have determined that a number of improvements to the strategic and local highway network will be required in the vicinity of the site, to accommodate the traffic generated by the development. These are as follows:

#### 3.9.1 *Improvements/Alterations to the Longbridge Roundabout (M40/A46) Junction 15*

The Highways Agency has determined that a "fly-through" will be required on the A46(T) at its junction with the M40. The precise design and funding of this will require agreement between the developers of the site and the Highways Agency.

#### 3.9.2 *Improvements/Alterations to A429 Stratford Road/A4189 Hampton Road*

Improvements will be required to the junctions of Shakespeare Avenue with A4189 Hampton Road and A429 Stratford Road.

#### 3.9.3 *Traffic Management Measures in Warwick Town Centre*

Agreement between the developers and the Highways Authority will be necessary to ensure the implementation of the Warwick Town Centre Traffic Management Scheme.

### Access to the Development Site

3.10 The site will be accessed from Hampton Road and Stratford Road. A single access point will be provided from Hampton Road, and two access points from Stratford Road. The northern access point on Stratford Road will serve the residential land, the local centre and part of the employment allocation.

3.11 The southern (second) access point to the site from Stratford Road will be permissible at a point north of the Old House. This junction will form the primary access for employment vehicles and will also serve residential traffic.

### **Public Transport and Cycleways**

3.12 With increasing concerns over the need to improve access for modes other than the private car, the opportunity exists to improve local bus and cycleway provision in the development of the site. It will be necessary to balance the provision of highway works required with the associated improvement of access by other means of transport.

3.13 The detailed nature and level of contributions to improved/additional public transport linkages will be the subject of discussion between this Council, the County Council, public transport operators and the developers of the site. Such contributions will focus on the extension of existing routes to serve the development area (both residential and employment elements) and the development of new public transport links.

- 3.14 The Local Plan sets out policies to develop additional cycle routes within the towns and to link new development with the existing residential and employment areas. The developers will be expected to provide cycleways within the development site with egress points to both Hampton Road and Stratford Road, to link the new development with the existing community. Negotiations will be held between this Council, the County Council and the developers to establish appropriate contributions towards the attainment of other cycleway links proposed in the Local Plan.

### Local Centre

- 3.15 The development will provide a local centre within the site. This will provide for retail and community facilities to meet the needs of the development. The Council will encourage a mix of appropriate small retail units, the precise composition of which will be largely determined by market forces; however, the Council would anticipate such units to include a newsagent, post-office, medium-sized convenience store (up to approximately 300m<sup>2</sup>) and a chemist. A guideline figure for the total retail floorspace to be thus provided is 400m<sup>2</sup> to 600m<sup>2</sup>. The provision of a police post may also be desirable. An appropriate level of car parking will be provided, and this may be partly shared with the associated community facilities to be provided in the same location.
- 3.16 The proposed location for the local centre is in the centre of the site, adjacent to the distributor road. Such a location will enable the retail, service and community facilities to serve the new residents, the existing community and the employment allocation. Land for the local centre will be made available for development before 550 houses are occupied.

### Community Facilities

- 3.17 The Southwest Warwick development will provide a significant new residential community. The siting of new facilities, designed principally to meet the needs of the new population, should also recognise that adjoining communities may wish to benefit from such provision. The scale and nature of facilities will depend upon local needs and resources. These may include community and recreational facilities, and the Local Plan requires a site for a place of worship.
- 3.18 The developers will be expected to provide a community hall of a scale which will accommodate a range of indoor uses. This will be transferred to this Council at nil cost, and an appropriate sum for future maintenance will be negotiated with the developers. Land will also be made available for a doctor's surgery/local clinic, if required by the appropriate health providers, although the development and future management of such a facility will depend upon local health service funding.
- 3.19 All the above community facilities will be located within the local centre. Adequate parking will be made available, although elements of this could be shared with the retail units, if appropriate.
- 3.20 The provision of education facilities will be determined by the education authority, Warwickshire County Council. It is anticipated that the developers will make contributions to meet the net increase in education provision that arises from the development of the site. Such contributions will be negotiated in association with the County Council and will relate to both primary and secondary provision.

3.21 At present. Aylesford School has playing fields which lie to the south and west of the school buildings. This Framework Brief assumes that the western playing fields will be developed for housing, with compensatory provision being made through an extension of the southern playing fields.

### **Open Market Housing**

3.22 A total of about 1,100 dwellings will be provided on the site, including the 150 already permitted in Phases 1-3. This total includes an appropriate level of affordable housing. The Council will require the open market element of housing provision to cater for a full range of densities, to meet all sectors of demand. The principles of density will be expanded upon in the later Design Guidelines and in the subsequent Neighbourhood Briefs.

### **Affordable Housing**

3.23 Warwick District Council has adopted the following definition in respect of "Affordable" housing. It has been devised by the West Midlands Local Government Association for both Housing and Planning purposes.

### Affordable Housing

3.24 "Affordable Housing" is categorised into two types:

(a) Housing provided by an organisation – such as a registered social landlord or local authority allocating on the basis of need. While such dwellings will normally be made available for rent, they may also include subsidised home ownership, such as shared ownership, where a registered social landlord or local authority retains a

continuing interest; and

(b) Low-cost market housing, helping to meet the needs of first time buyers, single people, the elderly and other low income households, who cannot afford to rent or buy houses generally on the open market.

3.25 The Council will require the provision of affordable housing throughout the site. The level of provision will be established through negotiation on individual planning applications in the light of the Councils current assessments of need derived through its housing needs studies.

3.26 Affordable housing, irrespective of whether it is provided for rent or sale, must be made available at a price level which can be sustained by local people in housing need. What constitutes 'affordable', in terms of price and income, will be determined by the District Council through its Housing Strategy Statement.

### Access for People With Mobility Problems

3.27 The Council will negotiate an appropriate level of both open market and social housing to be provided to Mobility/Lifetime standards. The level of such provision will be determined by the Council's Planning Officer and will be assessed on the basis of need.

### Public Open Space and Play Space

3.28 The requirements for public open space within the development are determined by the overall dwelling numbers. An average housing occupancy figure of 2.4 persons per dwelling is considered appropriate. The Local Plan standard is 4 hectares per 1,000 population. The overall required provision is therefore:

2.4 persons x 1,100 dwellings = 2,640 persons (population)

2.64 x 4 hectares = 10.56 hectares (26.1 acres)

3.29 This provision is now broken down into various components, in accordance with Local Plan policy:

<i>Provision</i>	<i>Standards</i>	<i>Requirement</i>
Pitches and Sports Provision	1.6 - 1.8 ha/1000	4.49 ha (11.1 acres)
Formal and Informal Play	0.6 - 0.8 ha/1000	1.85 ha (4.6 acres)
Amenity Open Space	1.4 - 1.8 ha/1000	4.22 ha (10.4 acres)
		<b>10.56 ha (26.1 acres)</b>

3.30 Open space provision within the site should be planned as a network of routes and linked spaces across the site, providing focal points for parts of the development. The

employment buffer zone provides an opportunity for extensive planting and landscaping. This will be considered as a major gateway feature to the town and will not be counted as contributing towards the overall open space requirement set out above. Where possible, any significant archaeological deposits that merit preservation in situ should be retained within any permanent open space provided by the development.

3.31 The provision includes a significant playing field element. The Local Plan provides for the location of a proportion of this outside the site boundary in certain circumstances, as long as such provision is well-located in relation to the site. Proposals for such measures will be considered on their merits and will be expected to secure other planning objectives. However, such proposals must not prejudice the character of the overall development nor increase dwelling numbers.

3.32 Open space requirements will be expanded upon in the Design Guidelines and the Neighbourhood Briefs.

### Employment Development

3.33 Given the sensitive location of the employment land in visual terms, the height of development is an important consideration. The principle of three storey development is accepted in the 'core' of the development and may be acceptable in other locations to secure a distinctive and satisfactory urban design outcome. Any detailed proposals will have to satisfy any major conflicts with sight lines to St. Marys Church tower and the castle in the town centre. Development will be expected to be of a high standard, using appropriate materials. The Employment Neighbourhood Brief will pay particular attention to these requirements, and care will be taken to ensure that there are no adverse impacts on existing residential concerns.

## Minerals

- 3.34 The Minerals Local Plan for Warwickshire has identified the site as lying fully within a Preferred Area for sand and gravel extraction. In order to comply with Local Plan policy, it will be necessary for a phasing plan to incorporate a scheme of mineral working which will:
- a) maximise extraction together with in-situ and on-site usage;
  - b) minimise impact and disturbance to the A429 entrance to Warwick;
  - c) provide the opportunity for extensive landscaping within the employment buffer zone; and
  - d) satisfy the mineral planning authority that extraction/in-situ usage arrangements genuinely avoid the sterilisation of the resource contained within the Preferred Area for sand and gravel extraction.

## Legal Agreements and Implementation

- 3.35 The Outline Planning Permission(s) will contain a condition that development should comply with the requirements of this Framework Brief and the Design Guidelines. The reason for this is to ensure that, in the event that a number of developers become involved, implementation proceeds in a consistent and planned manner.
- 3.36 Section 106 Agreement(s) will be required prior to the granting of outline consent, which will ensure that the detailed provisions within the Brief are complied with. Again, this will ensure that the Council's objectives are attained in the event of the sub-division of the site.

## 4 DESIGN CRITERIA - INTRODUCTION

### 4.1 The urban design framework

The function of this urban design framework is to set out appropriate design principles for the housing and employment areas at South-West Warwick. Warwick District Council will seek broad agreement with these principles as a prerequisite to granting planning consent in addition to any other conditions that may be imposed. By working to an agreed set of principles it will be possible to:

- ensure that impacts upon existing adjacent communities are acceptable and that the new development makes a contribution to amenities which will also serve those communities;
- provide a high quality living and working environment for the owners and users of the new development at South-West Warwick;
- co-ordinate design matters between different neighbourhood areas and/or development packages within the South-West Warwick site.

A more detailed set of design guidelines for each neighbourhood within South-West Warwick will be prepared at a later stage. The exact number of neighbourhood briefs will partly depend upon the phasing and parcelling proposals put forward by those developers. Briefs for the employment area will be prepared in parallel to planning applications.

### 4.2 Background to urban design considerations

House builders with a successful track record know their market and are able to produce a product which the customer is willing to buy.

Against this successful commercial background, there has grown an increasing concern

as to the type of layout which is being created by the residential development process. Over the last few years this concern has been taken up not just by interest groups such as the RTPI, RIBA, Urban Design Group, Urban Villages Group etc., but also by government.: The DoE (Urban Design Campaign), DoT (Design Bulletin 32) and the Association of County Councils have issued design guidance on the subject and some local authorities have incorporated these principles into their local plans. There is now widespread agreement between central government, academics and professional organisations as to the current agenda to improve the quality of new neighbourhoods. This might be summed up as follows:

- **Neighbourhoods** - there should be a return to the creation of balanced communities where many of the facilities, amenities, employment chances etc. are found within the neighbourhood.
- **Street pattern** - the neighbourhood should be 'permeable' i.e. designed as a semi-lattice of interconnecting streets rather than as an engineering road hierarchy which begins with a distributor road and ends in culs de sac.
- **Urban Structure** - there should be an intelligible network of urban spaces (streets, squares, mews etc.) which aid orientation.
- **Densities** - should be increased to reduce travel distances and so encourage walking and cycling. There should be a range of densities within a neighbourhood with higher densities created in central locations.
- **20 mph zones** - should be extended to cover all or most of the neighbourhood and so create pedestrian priority developments.
- **Mixed uses** - non-residential uses should be encouraged providing they are good neighbours. These might include employment uses (e.g. studio-homes), institutional uses, corner shops, service trades and professional offices.

- **Public transport** - incentives for walking and cycling should be complemented by a public transport system which can conveniently access all parts of the development.
- **Architecture codes** - Domestic architecture should be subservient to definition of the public realm; simple, well proportioned buildings should be grouped or linked to create pleasant places within the agreed urban structure. Against this background architecture would be located 'landmark' and 'marker' buildings, ideally suited to public or institutional uses, in suitable locations. Architecture codes should cover form, detailing, materials and colour rather than style.

Compare these principles to most recent housing development::

- spine road with no frontage development leading to culs de sac;
- inward looking development which often places back gardens (with associated washing lines, sheds etc.) against existing streets and open space;
- uniform density of development;
- most houses detached, even if sited cheek by jowl;
- use of standard house types, none of which respond to location, views etc.;
- no land uses other than residential over vast areas;
- minimal community facilities located at the edge of the development (rather than the centre) to capitalise on passing trade rather than convenience for residents;
- concentration on elevations which have 'unique' features in an attempt to compensate for the lack of a meaningful public realm.

Developers are not against progress, they are against uncertainty. Given a commercially successful formula for the design of development in the past, there is an undesirable reluctance to invest in anything which might be seen as innovative and therefore carrying greater risk. Secondly, while there is agreement on the issues listed above, there is an inconsistency as to how such design principles might be implemented. The majority of the Southwest Warwick Site is intensively managed arable land,

implemented amongst local councils and highway authorities. The majority of developers will therefore seek to build the product with which they are familiar.

Making better places does not necessarily require greater expenditure on the individual elements of the scheme, simply that more thought be given to how those elements are arranged. The creation of better places should result in more people wanting to locate within the development, thus raising values. To this end, the Council and the site's developers are seeking the same objective and it is hoped that this design framework will therefore attract the general support of developers.

## 5 LANDSCAPE APPRAISAL

### 5.1 Introduction

An initial desk study was undertaken. This covered the Draft Framework Brief, Tree Preservation Orders and miscellaneous correspondence between the District Council and consultees, including Warwickshire Wildlife Trust and the County Ecologist. The desk study provided background information to the site. There were no known features of local ecological importance within the site however the site lies between two sites of interest to the Warwickshire Wildlife Trust: Warwick Race Course to the north and Longbridge Sewage Works to the east. A brief appraisal by the County Ecologist, covering the northern part of the site, has identified no features of ecological importance apart from the Gog Brook.

Survey work was undertaken on 17<sup>th</sup> January 1996. The day started with mist but later cleared to become fine. All hedgerows and aquatic habitats were surveyed and species lists prepared.

improved grassland and neglected arable of little ecological interest. There are no

woodlands on the site. A number of individual, and groups of, trees were identified. These are generally associated with boundary hedgerows in varying conditions of management. These hedgerows and the aquatic habitats form the main features of ecological interest.

The only pond on the site is an excavation (perhaps for gravel extraction) to the south of the new housing. This is a new excavation, however it is already attracting waterfowl and ruderal plant species.

There are two other aquatic habitats on the site: the Gog Brook, a canalized stream on the northeast boundary of the site; and the ditch on the southern boundary.

Extensive house building works have taken place at the northern end of the site. Apart from this, there is one dwelling within the site. A second, Gog Brook Farm, has recently been demolished and is being used for storage during building works. Typical garden plants are found within the curtilage of all dwellings. These are of little ecological importance.

## 5.2 Trees and Shrubs

### 5.2a Woodlands

There are no woodlands on the site.

### 5.2b Hedgerow and Isolated Trees

There are few mature trees on the site. Occasional pedunculate oak, ash and sycamore are present in the hedgerow on the eastern boundary. Mature willow can be

seen on the southern boundary. Trees (including lime, rowan, poplar, silver birch and sycamore) have been planted around Gog Brook Farm over the last twenty years to provide shelter. Apart from four Lombardy poplar these are typically no more than eight metres high and have not reached maturity. Silver birch and various ornamental species (including Lombardy poplar, sumach and cherries) are found in the curtilage of the dwelling on the east boundary of the site. There is no single dominant species.

Willow, ash and oak are the most common indigenous tree species on the site. The quality of the trees on the site is typical of a farmed landscape. There is little evidence of management. There are no younger trees being managed to replace mature specimens.

The oak, ash and willow are significant ecological features which should be retained.

### 5.2c Hedgerows (see Fig. B1)

The hedgerows form the most important species habitats on the site. They are unmanaged except a short section within the new housing and are generally dominated by hawthorn. Dock, cleavers, and thistle are dominant within the winter ground flora.

The Hedgerow (H1) on the eastern boundary is the most important ecological feature on the site. The hedge has been layered in the past however no maintenance has been undertaken for, perhaps, twenty years. Previously layered trees have been allowed to grow and many have reached ten metres in height. The hedge contains a wide diversity of hedgerow species although it is poorly managed and has been allowed to grow onto the road verge. Rabbit burrows are common.



The other major hedge (H2 & H3) was planted following the construction of the Warwick By-Pass. It has established well and has now reached about six metres in height. There are no trees in the hedge. Shrub species are almost totally restricted to hawthorn. The ground flora is also very restricted due to the young age of the hedge and the small width of the field margin on the site boundary. Though important for screening this hedge is not an important ecological feature.

The hedge around Gog Brook Farm (H4) has been neglected. However, several trees are developing well, having reached eight metres height. Some ornamental garden escapes are present e.g. periwinkle. This hedge and the associated young shelter belts are of little ecological importance.

Hedges H5 and H6 are hedge remnants retained within the new housing. Layering has been undertaken in some locations. Hawthorn and blackthorn are the dominant species. Few other species are present.

### 5.3 Grasslands

The fields within the site are either arable, or improved pasture with low species diversity.

### 5.4 Aquatic Habitats (see Fig. B2)

There is one stream on the site. The Gog Brook has been canalised. It is about 1.5 metres wide and with grass banks typically 1.5 metres high. Watercress and false fox sedge are common. Though of little ecological interest at present, enhancement works

### 6.1 Neighbourhood Facilities

could make this an important feature.

The ditch on the southern boundary of the site may be divided into two sections. The eastern section is associated with housing on the opposite bank and has been cleared. The water is clear, about two metres wide and very slow moving. A mixture of native and garden plants are evident. The western section is silting up and is overshadowed by dense scrub dominated by suckering blackthorn, and would benefit from opening up to let the light in. This ditch has considerable ecological potential as demonstrated by the partial clearance already undertaken.

An additional aquatic feature of interest is the recently created pond north of the centre of the site. The bare gravelly soil has been colonized by ruderal species including mayweed, groundsel, black horehound and chickweed as well as the ubiquitous docks and thistles. No aquatic plants were observed. The pond is popular with waterfowl.

## 6 URBAN DESIGN FRAMEWORK

It is the responsibility of this brief to aspire not just to create a layout within which well designed houses and amenities can function satisfactorily, but also to create a public realm - a common ground in both a geographical and a spiritual sense - which engenders a sense of community. This realm comprises streets, squares and parkland, which as individual elements can become communal outdoor 'rooms', and which are joined together in a way which will make the neighbourhood 'legible' to residents and visitors alike. The syntax of the proposed framework can be described in terms of movement, landscape structure, and built form.

The neighbourhood should ideally have all main facilities, including a community hall, and a small shopping centre within easy walking distance of all dwellings.

## 6.2 Movement

### A new approach to roads

Standards adopted for the provision for vehicular movement and parking are a major influence on the appearance and functioning of residential neighbourhoods, and set out a public realm which gives an overriding impression of the character of an area.

In recent years there has been a number of changes in attitude towards transport which are relevant to any discussion about principles which might be adopted at South-West Warwick. In particular there has been a heightened interest in the relationship between transport and land use and in policies which attempt to reduce the need to travel, particularly by private car. There is an obligation to incorporate the notion of sustainability into transport strategy, as what has been referred to as 'a new realism' gains support. The brief therefore incorporates notions of sustainability in line with PPG13. Whilst there is by no means a consensus about the policy implications of this, the guidelines suggested by the Association of County Councils give a useful indication:

*"The planning system can help to further a new direction for transport policy through the adoption of a number of planning policies. These would include the building in from the outset of the close interrelationship between land use and transport; the location of home, job and services closer together to provide opportunities to walk or cycle rather than force the dependence on car travel; the location of such 'balanced communities' on corridors or routes with access to public transport and where public transport can be actively promoted."*

Car parking to dwellings should be largely screened from general view by layout design. Parking to shops or public buildings should be provided in small convenient groups and screened where possible by planting.

They summarise the transport objectives which planning policy must further as:

"... the reduction of the need for travel (or at least, by the provision of choice to minimise the need for travel), and the provision of opportunities to cope with the residual travel needs in ways which minimise environmental damage and costs and provide maximum choice. The former will encourage homes, jobs, services and leisure uses to be located closer to each other; the latter will encourage, for necessary movement, walking, cycling or shared transport."

At the same time government guidelines on the layout of residential areas have been updated and these incorporate a significant shift in advice from highly constrained 'tree' type road layouts to more traditional network configurations where traffic behaviour is constrained by traffic management devices, such as traffic calming measures, but where the permeability of the network is maintained and where the creation of a more traditional townscape is facilitated. This would also help to reduce journey lengths, avoid the build up of traffic and ease public transport penetration.

Whilst the adoption of these new philosophies for this development is in itself unlikely to substantially change travel behaviour it can usefully help to build in flexibility for the future and facilitate more equitable transport opportunities.

Neighbourhoods should therefore be planned as maximum 20 mph zones, with appropriate street materials and details to calm traffic. In areas such as the local centre, traffic should be reduced to walking speeds.

## 6.3 Permeability

There is a growing body of evidence, within Europe and also the USA, to support the notion that permeable street patterns (e.g. grids) encourage walking, promote public transport and reduce car usage. Recent design guidelines to curtail sprawl in California note that

*"... Culs-de-sac and dead end streets should be avoided... A street pattern which is circuitous and complex will discourage pedestrians...Clean, formalised and inter-connected street systems make destinations visible, provide the shortest and most direct path to destinations and result in security through community, rather than by isolation."* (Calthorpe 1990).

Studies increasingly show that permeable street patterns substantially reduce traffic flows within neighbourhoods, and when mixed land uses are added, substantial peak hour reductions can be predicted using standard projection methods (Chellman 1991).

#### 6.4 Road pattern and hierarchy

Development should be based on a lattice structure, which has the following advantages:

- It is highly 'permeable' allowing movement through the development without having to travel up and down arbitrary road hierarchies;
- Grids, even when distorted to follow topography, are highly memorable structures and facilitate orientation; this layout would impart a clear sense of direction;
- Some roads are able to follow the lines of former field boundaries and can sit in the
- Enabling 'policing' of all street users rather than segregating walkers to areas which may be hidden from view and thus unsafe.

All possible points of access into the site should be utilised for pedestrians and cyclists, and so forge links to the surrounding neighbourhoods.

imprints which now survive;

- Where possible, roads can run along the edges of existing hedgerows, giving the feeling of a mature landscape setting from the outset;
- The 'block' structure creates a clear distinction between public 'fronts' and private 'backs' to development;
- It would be possible for a high proportion of dwellings to be orientated within 30 degrees of an east-west axis, which maximises their potential for solar heat gain and would also reduce the area of shadow within the development.

#### 6.5 Access

Access to the northern part of the site is already established from Hampton Road via existing new housing development. A route will extend through the site to distribute traffic within it, linking to Stratford Road. This will be a 30 mph route, traffic calmed and slowed locally to 20 mph in the vicinity of the local centre. It will be designed as part of the overall lattice structure of the development with as many access points as possible into adjacent development areas.

#### 6.6 Footpaths, cycleways and bridleways

Footpaths should be accessible to all, including wheelchair users. Where possible, footpaths and cycleways should share road corridors. This has the benefit of:

- Concentrating expenditure and 'life' along fewer corridors where the impact will be greater;

#### 6.7 Land use

Small scale mixed development could take place at two levels:

- on key public frontages within the site - typically town housing where the ground floor can be put to other ancillary uses e.g. small shop, professional services or service trades;
- craft homes or studio homes - where occupiers could use a part of their homes for small business use without further planning consent. These uses would be particularly appropriate in areas adjacent to the local centre and the employment area, would have a low level of contact with the general public and therefore would not generate much extra traffic.

Housing could usefully be split into three categories of density:

- Higher density housing: flats and maisonettes: these dwellings will be typically two or three storey development, many with gardens and balconies, which will also take advantage of the parkland areas and the southerly views.
- Medium density housing of 10-16 dwellings per acre with private gardens. Development would be two and three storeys in detached, linked, terraced and courtyard forms.
- Lower density housing of 6-10 dwellings per acre with larger private gardens.

## 6.8 Built form

Buildings should be arranged in perimeter blocks which define public fronts (streets) and private backs (gardens and courtyards). Block dimensions should be calculated to

## 6.10 Landscape and buffer planting

A significant proportion of the site will be landscape, which will be important in setting the character of the new neighbourhoods. Opportunities should be exploited for distinctive landscape treatments such as the creation of water features, following sand

maximise the privacy of rear gardens possible at this density. Dwellings should be terraced, linked or detached, and new forms of detached housing are envisaged which will maintain a continuous building frontage to the street. In higher density areas, dwellings could be sited at the front of the plot in order to delineate streets, optimise private gardens, and screen car parking at the side or behind buildings.

There is a hierarchy of street types based on a scale and character for their location as much as on an engineered traffic hierarchy.

Within this framework sites are indicated for 'landmark' buildings, which should have special architectural qualities, and 'marker' points which might be key buildings or tree planting to aid orientation.

## 6.9 Public spaces

The prime objective is to conserve all existing hedgerows and trees, and link them by new planting to form habitat corridors which will in time also provide a visual framework for the development. This macro structure is supported by street tree planting along avenues, by grassland extensions to habitats at the edge of the development, and by small squares or greens within the residential areas.

and gravel extraction from parts of the site. Structural planting will be required to act as a buffer along appropriate edges, such as the boundary along the A46 to the west of the site and between residential and employment areas. The use of native species in structural landscaping should be pursued.

## 7. TRANSPORT

The new approach to street patterns discussed in section 3.0, enables a more permeable and convenient street network to be established, allowing movement through the development without having to travel up and down arbitrary road hierarchies. It should facilitate the creation of a more traditional town form, and provide a clear sense of orientation. The strategy will help reduce journey lengths, avoid the build up of traffic and ease public transport penetration. Traffic behaviour should be constrained by layout, design and management devices including traffic calming measures.

### 7.1 Warwick's transport policy principles

Development should conform to transport objectives outlined in the Warwick District Local Plan.

### 7.2 Traffic impacts on existing network

The brief is based on Warwick's balanced transport policy and seeks to promote modes of transport other than cars through an appropriate site layout. The plan should include for provision of bus routes, lay-bys and stops, and the developer should seek to enable pedestrian access to bus routes.

### 7.3 Public transport

### 7.6 Road design standards and adoption

Residential roads should be designed to standards agreed with the District and County Council and in line with DoE guidance in Design Bulletin 32 'Residential Roads and Footpaths'. It is acknowledged that roads in the employment area may not be adopted. The new standards offer support for greater permeability

Public transport should be planned to encourage usage by both operators and residents. Public transport is more efficient than private car use, and provides mobility for non car owners, particularly children and the elderly. Ideally buses should be able to move directly between and through neighbourhoods without having to use the main distributor roads and then turning off into each neighbourhood as if servicing a cul-de-sac.

### 7.4 Site Access

Vehicular access into the site is via a connection onto the central route from Hampton road which exists but requires upgrading, and from Stratford Road, which will be a new junction. The main access for the employment area will be from the Stratford Road. The detail for design of these junctions will need to be discussed with the highway authorities regarding kerb radii and visibility splays.

### 7.5 Traffic calming and road safety

Traffic calming by design should be used throughout the development to reduce vehicular speeds. The maximum design speed should be 20mph for all streets giving direct access to properties, with smaller streets slowing traffic to 10mph and shared surface areas requiring traffic to move at walking speed. in designing urban structures than is possible under older guidance.

## 8 COMMUNITY FACILITIES/LOCAL CENTRE

### 8.1 Rationale

The residential population of South-West Warwick will be in the order of 2,600 people,

which is larger than the Warwickshire village of Harbury, and considerably greater than Kineton or Henley in Arden. The retail spend of South-West Warwick can be expected to support 5,000 m<sup>2</sup> of gross retail floorspace at town centre, district centre and local centre levels. The opportunity exists at South-West Warwick to retain a more significant proportion of the spend at local level than is often the case with residential developments of this size - an approach supported by PPG6.

## 8.2 Location

The main local centre is to be positioned between the employment area and the residential area, where it can provide services to and benefit from the custom of both groups of users. It represents the focal identity of the neighbourhood, and lies at the centre of the development area, at the intersection of the main motor route, primary access streets, and main pedestrian spine. In the interests of providing convenient facilities within the site for the benefit of residents and people at work, and also to reduce unnecessary off-site trips, the local centre should provide as great a range of retailing, services and community facilities as possible. Both community facilities and commercial activities should be provided at the same location for convenience, shared parking and also to create a 'centre of gravity' which will be attractive to other businesses.

There is particular potential at South-West Warwick for a lively mix of activity in the local

### **Service trades**

Public house, café/restaurant, hairdresser etc. (in above shop units).

### **Medical facilities**

GP doctors' surgery,

Dentist,

Chemist.

centre, where office uses, possibly of quite small scale, can be developed in the employment area on streets adjacent to the local centre. This parallels the gradation of the density and character of housing towards the centre (refer to 3.6 above) which would also result in a denser and more mixed development in areas adjacent to the local centre.

### **Studio Homes**

Suitable housing adjacent to the local centre could be provided with a planning consent for ancillary uses which permit studio homes. A small number of town houses would, for example, provide well located accommodation for a number of home-based businesses.

## 8.3 Content

The basis for site planning should be:

### **Retail**

Following a substantial convenience store;

3/4 additional shop or service units for newsagent/post office etc.

### **Business units/professional services**

Small business units - the exact scale of provision will, to some extent, depend on market demand.

### **Community facilities**

Community centre,

Children's centre/day care centre for the elderly,

Police office,

Reserve site for a church.

### **Sports facilities**

The Community Centre should be designed to accommodate indoor sports in accordance with guidance from the Sports Council. Playing field provision will be in accordance with Local Plan policy, and part of it may be outside the development area boundary as long as such provision is well located in relation to the site. Some of this facility might be in association with the school playing fields.

## 9 PUBLIC REALM DESIGN CODES

Development codes will be produced to ensure that a high quality of streets and other public spaces is achieved in the form of neighbourhood briefs.

### 9.1 Street codes

Standards seek to fix carriageway/pavement widths, tree planting and building lines. These codes also identify suitable places for grouping amenities such as public telephones, post boxes, bus stops etc.

### 9.2 Colour and Materials

It would be desirable to have the guidance offered by a colour palette which has been specially prepared for the development. This palette would be applicable to both

### 9.3 Street furniture

Street furniture includes signing, lighting for vehicles and pedestrians, benches, litter bins, bollards, bus shelters, telephone boxes and post boxes.

Development should seek to reduce visual clutter and ensure that required furniture is co-ordinated in appearance and location.

The design and siting of street furniture should seek to:

- produce a 'family' of design elements, with clean lines;
- utilise a single unifying colour where possible; this will be an accent or complementary colour as seen against the building material palettes;
- group elements together in convenient locations for public usage; site furniture so

streetscapes and individual buildings, and would therefore be incorporated into both design codes.

A colour survey is founded on the premise that vernacular architecture reflects the same range of colour as its mineral setting. Changes in locality are therefore traditionally reflected in changes in the chroma of built development. The wide availability of all building materials often eradicates this local distinctiveness. The use of a colour palette ensures consistency with local colours, thus eliminating superficial or whimsical use of coloured materials, and instilling a sense of place.

as not to obstruct footpaths.

### 9.4 Public Art

Where possible, works of art should be built into the development. Examples could include murals or reliefs on key elevations, paving schemes, planting and street furniture.

The developer is encouraged to purchase and locate individual works of art to grace and enliven public areas within the development.



## 9.5 Microclimate

A 3D computer envelope model could be created for key groups of buildings and shadow simulation testing carried out. Sun/shade visualisations should be produced at 9am, noon and 4pm for the spring/autumn equinox, and designs should be modified to ensure that public areas are predominantly sunny at these times. This testing will be particularly important in the more densely developed areas around the local centre.

## 9.6 Artificial lighting

All street and footpath lighting should be agreed with Warwickshire County Council where offered for adoption.

There should be three categories of lighting:

- street lighting for vehicles;
- pedestrian lighting - illumination of public footpaths and streets for personal safety;
- low level floodlighting - for key buildings and planting areas.

The main criterion for the design of lighting is that the light source shall be as unobtrusive as possible (often it will be invisible), and designs focus on the quality of illumination. Lighting pollution - a glare above the settlement - should be minimised by the careful design of fittings which direct light downwards.

## 9.7 Personal safety

Personal safety not just for women and children, but for all members of the community, has in recent years become an issue requiring explicit design standards. The following standards should be applied:

- circulation through the development should be encouraged by a semi-lattice road structure which encourages 'passers-by';
- pedestrians, cyclists and motorists should all share the same street corridors. There should be no need to use footpaths which are secluded from public view except by choice, such as in parkland areas;
- Pedestrian lighting should be sited to eliminate the need to walk in unlit or inadequately lit areas;
- mixed development at ground floor level on some of the main streets should contribute to street activities;
- natural surveillance should be encouraged by positioning windows to
  - maximise observation of public areas by residents
  - isolated planting cover should not be located by footpaths;
  - parking areas for the local centre should be positioned to eliminate alleyways to back of plot car parking.
- defensive planting should be used where any building is considered vulnerable.

Crime can be further checked if there is a sense of community within the development, where residents know who is local and who is a stranger. Proposals to enable residents to manage, and in some areas control the design of their neighbourhood, should help foster this sense of community.

The promotion of mixed uses should also help the neighbourhood become a real settlement and not just a dormitory where commuters do not know their neighbours.

## 10. PUBLIC UTILITIES

### 10.1 Gas

A 12" medium pressure gas main has already been diverted to allow initial development in the north-west sector of the site.

### 10.2 Electricity

Substantial re-inforcement of the high voltage network will be necessary early in the development of the site. This will involve:

- Laying cable circuits in the first year;
- Provision of an overhead circuit to the site from the Banbury Road primary substation in the first year;
- A second cable circuit subsequently as loads increase.

### 10.3 Telephone and telecommunications

British Telecom should provide telephone services to all plots. If Mercury phones are deemed to be required independently of the BT network, then separate ducts will need to be installed. Sites for public telephones should be identified through discussion with BT/Mercury and WDC.

Developers should consider laying an extra duct to carry future telecommunications, as yet unidentified.

### 10.4 Television

#### Cable

Cable or ducting should be installed as appropriate.

#### TV aerials

An alternative is sought to individual households providing their own aerials with a view to reducing visual clutter on roofscapes.

### 10.5 Meter cupboards

External meter cupboards for gas, electricity and possibly water would be encouraged, sited conveniently for access and in materials sympathetic to dwellings.

### 10.6 Shared service trenches

The provision of all public utilities should be co-ordinated within the development, and a set of standards agreed with each statutory undertaking for shared services trenches. Particular attention should be given to:

- Restricting, and if possible eliminating, overhead cables for telephone and electricity;
- Placing all utilities within single shared trenches in order to minimise future disruption, and allow the unhindered planting of street trees where appropriate;
- Aligning shared service trenches where access can be made without disruption to roads or footpaths; where utilities must cross roads, re-layable surface materials such as block paving will be preferred.

Records of all utility alignments should be digitised for the future efficient maintenance of South-West Warwick.

### 10.7 Refuse collection and recycling facilities

Weekly collections of refuse from South-West Warwick is required. Screened refuse storage and collection facilities should be provided for each dwelling to the satisfaction of Warwick District Council. Access for refuse vehicles should be within 25m of bin storage areas.

Recycling facilities within the development should support initiatives outlined in WDC guidance. There should be collection centres located within the development to encourage the recycling of certain household material; paper, glass, tins, plastics, cloth etc..

## 10.8 Screening of utility stations

Screening of electricity and water pumping stations should be achieved by careful siting and supplemented by landscape planting where they remain visible to general view.

## 11. SUSTAINABILITY

Sustainability can be defined as plan making which encourages conservation of resources, rather than placing a net drain on resources. Aspects of the sustainability plan for South-West Warwick are contained elsewhere in this brief, from the location of the site itself, to the enhancement of landscape features, road layout, provision of public transport, design of microclimate, and so on. The framework brief also seeks to promote and sustain a true community through the creation of a public realm of streets, squares and parkland.

Key points can be summarised as follows:

### 11.1 Transport/Energy

- The site is strategically well placed for public transport infrastructure and proximity to employment areas and town centre;
- Bus routes can be redirected through the proposed development;
- Semi-lattice road structure reduces travel distances, saving fuel and reducing pollution;
- A 20mph speed restriction creates a safer, quieter neighbourhood which is more conducive to walkers and cyclists.

### 11.2 Energy saving

- Existing and new shelter belts are utilised to improve microclimate;
- Many dwellings can benefit from significant solar gain, and be orientated within 15 degrees of an east-west axis; sites which address east or west could be reserved

for detached houses which have greater flexibility for the positioning of windows.

### 11.3 Land use

- Small scale mixed uses are encouraged at the neighbourhood centre, reducing travel needs.

### 11.4 Materials

- The use of building materials produced from easily renewable resources is encouraged throughout the development.

### 11.5 Recycling

- Waste facilities to be sited to encourage recycling in addition to appropriate and convenient storage within plots to encourage the segregation of waste.

### 11.6 Water Conservation

- Water conservation and appropriate drainage will be required to maintain the quantity and quality of groundwater in line with Environmental Agency requirements.

## 12. PHASING AND PROGRAMMING

### 12.1 Objectives

The Development Brief should recognise five key objectives:

- ensure that each completed development package appears as a whole entity, with building fronts addressing road and landscape infrastructure, and private gardens screened from view;
- encourage the early development of the local centre including community facilities;
- provide footpath and pedestrian routes to adjoining neighbourhoods at an early stage;
- provide a convenient route for public transport at an early stage;
- provide access for contractors' vehicles away from occupied dwellings wherever possible (i.e. separate 'clean' and 'dirty' access).

### **13. DEVELOPMENT CONTROL**

#### **13.1 Public realm infrastructure**

A public realm code will be prepared, ensuring the co-ordination of street works, planting, utilities and the setting out of plots and building lines. This will ensure that the intentions of the urban design framework are realised in practice. In addition it will incorporate a series of 'deemed to satisfy' solutions for a range of road junction types within the site.

#### **13.2 Neighbourhood briefs**

The development may be subdivided into a number of land parcels which can be undertaken by different developers. This may or may not be consistent with neighbourhood clusters.

For each neighbourhood cluster a brief will be produced, based on design codes for the control and co-ordination of development. The briefs may contain standards for materials, colour, etc., and also set out house size, height, density, and type requirements. It is not the intention of the briefs to pre-empt a particular architectural solution, but to co-ordinate development and inform individual developers how their project will fit into the wider context. Fundamental design principles may be further reinforced by the use of covenants.

#### **13.3 Local authority control**

The local authority will monitor occupancy throughout the implementation, through liaison with the developer. Development will be controlled through the statutory development control process. While compliance with the Neighbourhood Brief will not of course eliminate the need for a detailed planning application, it should ensure that complying proposals will be broadly acceptable to the planning authority.

## Appendix A

### Plant Species Recorded at the Southwest Warwick Site

#### WOODLANDS

none

#### HEDGEROWS

##### HEDGEROW H1

###### Standards/Mature Trees

Acer pseudoplatanus	sycamore
Fraxinus excelsior	ash
Quercus Robur	pedunculate oak
Sorbus aucuparia	rowan

###### Trees and Shrubs Forming Hedge

Acer campestre	field maple
Crataegus monogyna	hawthorn
Fraxinus excelsior	ash
Hedera helix	ivy
Prunus spinosa	blackthorn
Rosa canina agg	dog rose
Rubus fruticosus agg	bramble
Salix caprea	goat willow
Sambucus nigra	elder
Ulmus sp	elm species

###### Ground Flora

Cirsium sp	thistle
Galium aparine	cleavers
Geranium sp	

Ranunculus ficaria	lesser celandine
Rumex sp	dock sp
Stellaria media	common chickweed
Urtica dioica	common nettle

##### HEDGEROW H2

###### Standards/Mature Trees

###### Trees and Shrubs Forming Hedge

Crataegus monogyna	hawthorn
Rubus fruticosus agg	bramble
Sambucus nigra	elder

###### Ground Flora

Cirsium sp	thistle
Galium aparine	cleavers
Geranium sp	
Rumex sp	dock sp
Urtica dioica	common nettle

##### Hedgerow H3

###### Standards/Mature Trees

###### Trees and Shrubs Forming Hedge

Crataegus monogyna	hawthorn
Hedera Helix	ivy
Prunus spinosa	blackthorn
Rubus fruticosus agg	bramble
Ulmus sp	elm species

**Ground Flora**

Cirsium sp	thistle
Galium aparine	cleavers
Rumex sp	dock
Urtica dioica	common nettle

**HEDGEROW H4****Standards/Mature Trees**

Acer campestre	field maple
Acer pseudoplatanus	sycamore

**Trees and Shrubs Forming Hedge**

Acer Campestre	field maple
Crataegus monogyna	hawthorn
Fraxinus excelsior	ash
Hedera helix	ivy
Ligustrum vulgare	wild privet
Prunus spinosa	blackthorn
Salix fragilis	crack willow
Sambucus nigra	elder

**Ground Flora**

Ballota nigra	black horehound
Cirsium sp	thistle sp
Galium aparine	cleavers
Rumex sp	dock
Stellaria media	common chickweed
Urtica dioica	common nettle

Vinca major

periwinkle

**HEDGEROW H5****Standards/Mature Trees****Trees and Shrubs Forming Hedge**

Crataegus monogyna	hawthorn
Hedera Helix	ivy
Prunus spinosa	blackthorn
Quercus robur	english oak
Rubus fruticosus agg	bramble

**Ground Flora**

Galium aparine	cleavers
Rumex sp	dock
Urtica dioica	common nettle

**HEDGEROW H6****Standards/Mature Trees****Trees and Shrubs Forming Hedge**

Crataegus monogyna	hawthorn
Hedera helix	ivy
Rubus fruticosus agg	bramble
Sambucus nigra	elder



**Ground Flora**

Cirsium sp	thistle
Galium aparine	cleavers
Rumex sp	dock

**GRASSLANDS**

none

**AQUATIC HABITATS****GOG BROOK****Trees and Shrubs**

Acer pseudoplatanus	sycamore
Crataegus monogyna	hawthorn
Rosa canina agg	dog rose
Rubus fruticosus agg	bramble
Salix sp	willow
Sambucus nigra	elder

**Ground Flora**

Galium aparine	cleavers
Rumex sp	dock
Stellaria media	common chickweed
Urtica dioica	common nettle

**Aquatic/emergent plants**

Carex otrubae	false fox sedge
Juncus conglomeratus	common rush
Rorippa nasturtium-aquaticum	watercress

**DITCH****Standards/Mature Trees**

Fraxinus excelsior	ash
Quercus robur	pendunculate oak
Salix fragilis	crack willow

**Trees and Shrubs**

Berberis sp	barberry
Crataegus monogyna	hawthorn
Ligustrum vulgare	wild privet
Malus sylvestris	crab apple
Prunus spinosa	blackthorn
Rosa canina agg	dog rose
Rubus fruticosus agg	bramble
Sambucus nigra	elder

**Ground Flora**

Cirsium sp	thistle
Galium aparine	cleavers
Narcissus sp	daffodil
Urtica dioica	common nettle

**Aquatic/Emergent Plants**

Ranunculus peltatus	water-crowfoot
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HEDGEROW H

**Standards/Mature Trees**

Fraxinus excelsior	ash
Quercus Robur	pedunculate oak

**Trees and Shrubs Forming Hedge**

Acer campestre	field maple
Acer pseud	sycamore
Coryllus avellana	hazel
Crataegus monogyna	hawthorn
Fraxinus excelsior	ash

Hedera helix

Prunus spinosa

Quercus robur

Rosa canina agg

Rosa spp

Rubus fruticosus agg

Sambucus nigra

Ulmus sp

**Ground Flora**

Galium aparine

Urtica dioica

ivy

blackthorn

english oak

dog rose

rose species

bramble

elder

elm species

cleavers

common nettle

