

## **SML** IDENTITY AND VISION

Focus of Working Party needs to evolve:

- **greater emphasis on management and maintenance, understanding the role of St. Mary's Lands.**
- **consider the longterm identity of within the District's and Warwick's green space offer. Is this a local park for local users (as expressed on the FoSML website) or an important part of a wider community and visitor offer?**

This masterplan represents a balanced response to the opportunities and threats posed at St. Mary's Lands. It recognises that there may be a need to invest in developments that supports the wider economy, such as a hotel and expansion of the caravan park, but where any such need exists, it cannot be at the detriment to the greenspace. Any such development must respond to the sense of place and the multi-purpose sporting, recreational and leisure use of this important public open space.

- A local leisure resource?
- A country park on the door step?
- A destination park / events and activities?
- An environmental centre?

***In spite of the many and varied views and opinions expressed, the single most important message is that St. Mary's Lands is a public open space, available to all and must remain 'green'.***



# Access, Wayfinding & Furniture Strategy St. Marys Lands

Warwick District Council  
PLI-AL-XX-RP-002

Job No        0321  
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Issue        09.02.18



## Introduction

St Mary's Lands provides an important recreation, leisure and entertainment facility. Most of the site's developed facilities are located to the east and south of the site, with only the racecourse track itself, the golf course and several wildlife habitats extending to the west and north. Whilst a few of the onsite facilities have an on-street presence, facilities such as the Golf Centre, Hill Close Gardens and the Caravan Club are set deeper within the space and have less direct exposure to the public.

There is a good network of paths and roads that connect the site with the nearby town centre. Main vehicular and pedestrian access is from the eastern and southern boundaries. There are four car parks on the site, evenly spaced along the boundary.

There is not an obvious main entrance to St Mary's Lands that would facilitate successful promotion of all the individual stakeholders and all the different parts of the site. The main racecourse entrance, located to the south-east of the site at the junction of Friars Street and Hampton Street is currently inward looking and primarily concentrates on promoting the racecourse. Enhancement of the public realm around this entrance will improve the visual amenity of the site and connectivity to the wider town, whilst providing opportunity to promote all of the St Mary's Lands facilities and stakeholders on an equal footing.

Enhancement of the further three access points to the east and south of the site (Vittle Drive, Linen Street and Hampton Road) would help define St Mary's Lands as a single site, whilst improving pedestrian and cycle circulation, and wayfinding across the site.

Existing site signage, either directional or interpretative, is limited. Signage that does exist appears ad-hoc, poorly arranged and located, and does not form part of a coordinated wayfinding and information strategy. Existing site interpretation boards promoting and explaining the importance of the Local Wildlife Site are more recent and are positioned relative to the habitat they are describing. These could easily be accommodated in a wider site wayfinding strategy.

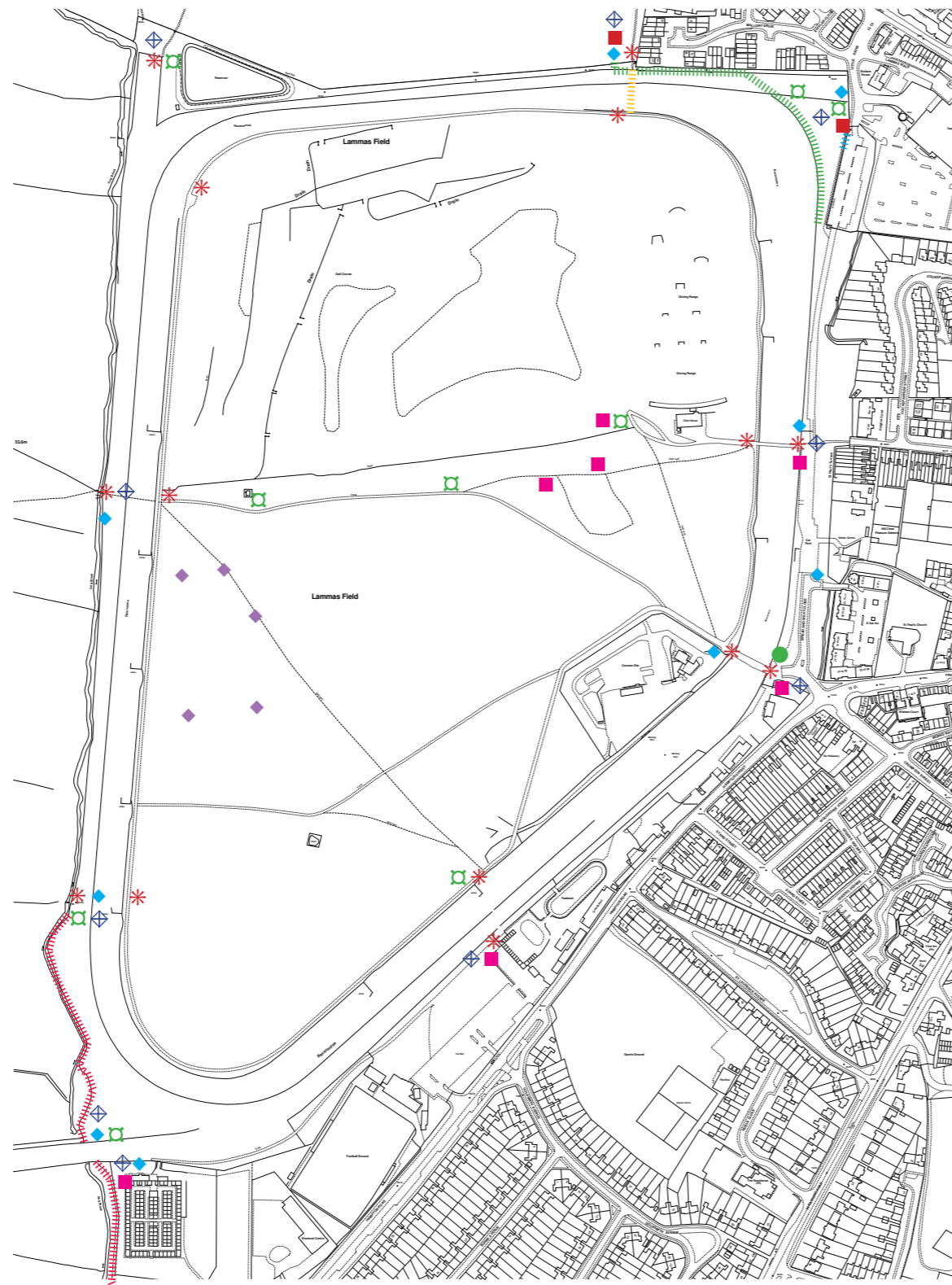
As the site falls wholly within Warwick's Conservation Area, the opportunity for signage and branding to advertise the sites facilities is restricted and further dialogue and approval with planning would be necessary.

This document sets out proposals for a coordinated access and wayfinding strategy. The placement of new directional signage accompanied with interpretative signage at key site entrances would improve wayfinding across the site and legibility on arrival, whether this is by foot, car or public transport.

Further opportunity exists to coordinate new site furniture, such as benches and litter bins, alongside any new site signage. An initial strategy is illustrated on the plan opposite.

The addition of wider signage outside of the site boundary, improving connections from the town centre and the local rail stations, could be added to the strategy in the future.

## Proposals defined in the Masterplan



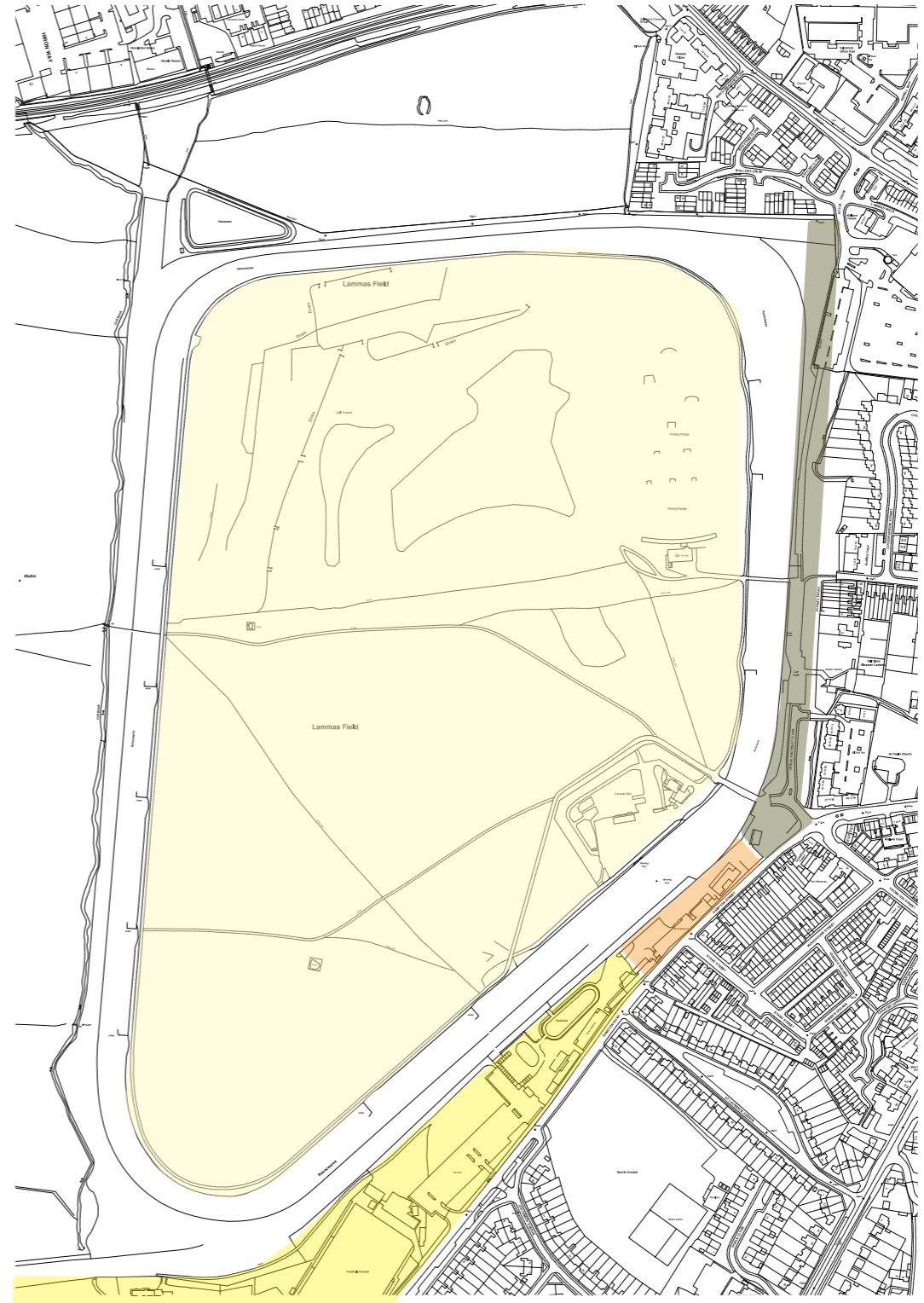
### Legend:

- New Timber Post & Rail Fence With Wire Mesh & Native Hedge (Offset 3.0M From Running Rail)
- Removal Of Existing Post & Rail Fence
- Footpath Improvement To Gog Brook
- \* Formal Access Point
- Site Entrance Signage
- ◆ Finger Post
- Interpretation Board
- ⊠ Bench Position
- ◆ Dog Waste Bin & Bag Dispenser
- New Fibresand Crossing
- ◆ Model Flying Club Boundary Markers - Detail Tba

## Character Zones

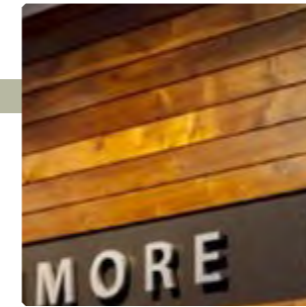
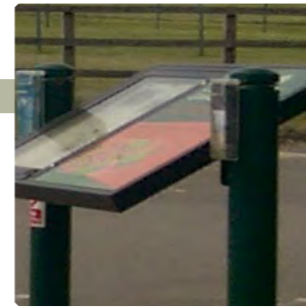
St Mary's Lands can be broadly described under four main character zones, each of which influences the choice of materials:

- The landscape and car parking strip running adjacent to the Saltisford Brook, forming a transition point between the town centre and the historic landscape of Hill Close Gardens and the more open landscape of the Common. The materials palette within this zone could relate more to the town centre and Hill Close with a semi-formal and semi-urban approach. Materials could include painted metal work, stained timber, and natural stone paving accents
- The open space of the Common, generally bordered by the race track is defined as a more naturalised space characterised by its grassland and gently undulating topography. New building interventions within this central space, such as the replacement to the Golf Centre buildings need to respond to the natural, landscape setting and a low roof line with deep overhangs that create shadow and reduce window reflection would be appropriate. Materials within this zone need to be simple and robust with an emphasis on unstained timber and non-reflective cladding and window glazing
- The Hampton Street entrance and Grand Stand corridor of taller buildings and larger massing. The impact upon the Listed buildings and smaller scale residential terrace of Hampton Street needs careful consideration of material choices. This could vary within the zone, depending upon immediately adjacent buildings. A darker colour brick 'plinth' would respond well to the high walls and terrace of Hampton Street, lighter materials may help to alleviate the canalising effect of the larger building forms above a single storey. Views from the Common may be less effected by the use of darker, more recessive materials.
- The Hampton Road to Gog Brook is less developed with a greater variety of building and landscape elements. The zone is transitional between the two story, red brick and pebble dash sub-urban housing of the Forbes Estate with the open landscape of the Common, a wider range of materials could be used within this location that could help to unify the otherwise more disjoint character.



## Interpreting Zoning to Materials

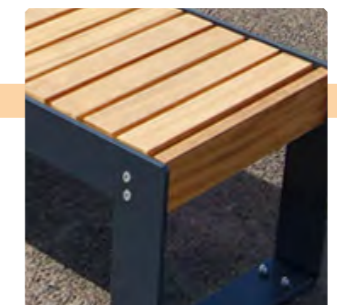
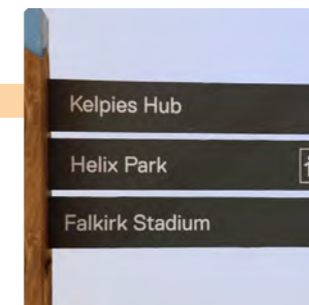
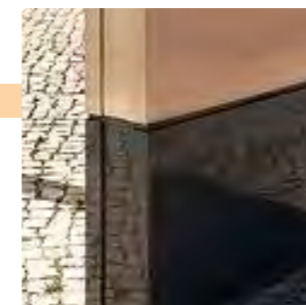
ZONE 1 Urban Transition



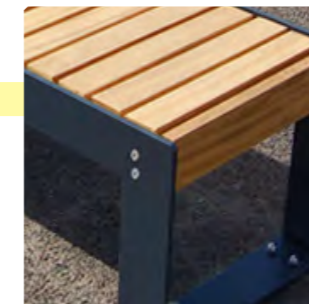
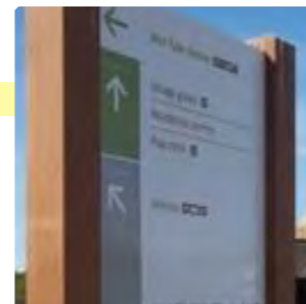
ZONE 2 Warwick Common



ZONE 3 Hampton Street North Corridor



ZONE 4 Hampton Street South Corridor



## Zone 1: Urban transition



### Existing (Retained) Signage

- 01 Interpretative Signage  
Metal posts and frame with graphic information panel and integral lockable notice board. Green painted finish.

### Proposed Signage

- 02 Directional Signage - Fingerposts  
Combination metal and wooden construction  
Oak posts with metal fixed direction arms  
Green fingers with white text/ etched graphics
- 03 Custom Entrance Signage  
Combination metal and wooden construction  
Metal frame; horizontal timber slats with inlaid metal signage. Green finish with white text/ etched graphics

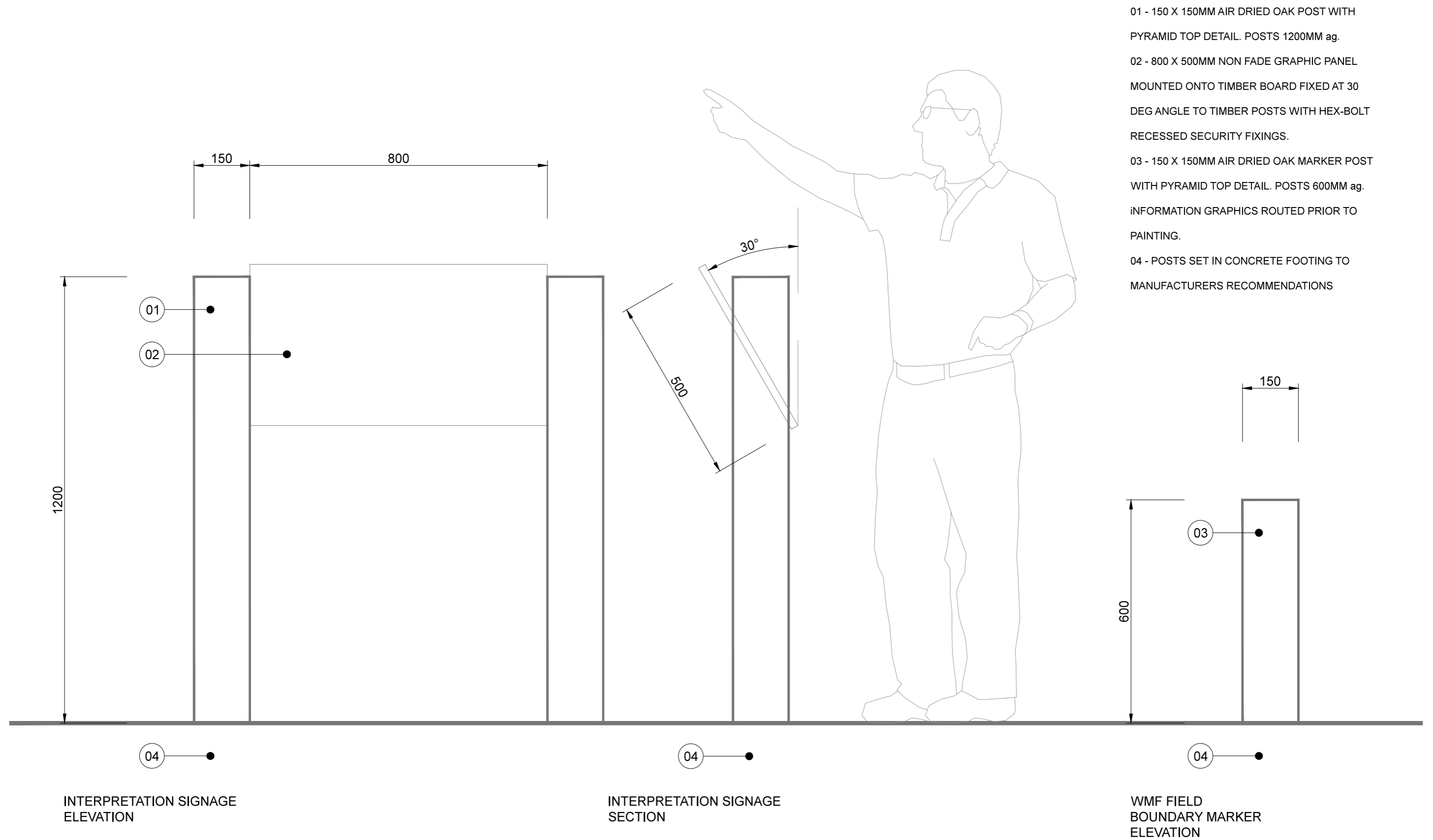


## Zone 2: Warwick Common



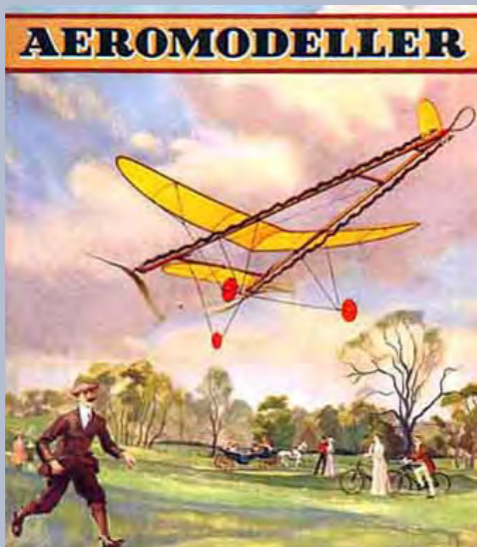
## Zone 4: Hampton Street South Corridor







# St Mary's Lands



## 90 Glorious Years at St. Marys Lands Flying Site

**The Wright brothers first flew in 1903 marking the start of sustained flight and the advancement of aviation beyond all expectations.** Eleven years later we saw the aeroplane evolve into a machine used for fighting purposes, refined from the original Wright patents, using wood and fabric as the main building material. Interest in aeronautics gathered momentum worldwide and information was exchanged by enthusiasts on the best types of design, and how to build the most efficient aerofoil sections. In 1927 a turning point came about which proved the aeroplanes capability to fly long distances. Charles Lindbergh flew the Atlantic nonstop, travelling from Roosevelt field, Long Island, New York to Paris in the Spirit of St Louis aeroplane. These were to be known as the 'Golden Years' of aviation.

Meanwhile worldwide groups of enthusiasts were busy designing and flying small flying machines as models. At that time the only available power was rubber power which was twisted into skeins and provided the necessary power to the twisted tinplate propeller blades. Model groups were formed and flew from open land or 'commons' and this is where our own roots start as model builders and flyers. In 1926 wealthy gentlemen would travel up from London to their other properties in the Midlands. They would tend their well kept gardens at Warwick, now known as **Hill Close Gardens**, whilst they waited for the race days ahead. In between there was another interesting group of people appearing on St Marys Lands; bowler-hated men were carrying frail flying machines, and meeting up to fly their creations on the common. They were known as aeromodellers, the first people experimenting with what were known as A-Frame pushers. These were twin rubber driven models with motors facing outwards and simple wire skid undercarriages. **Miniature aviation first appeared at Warwick on the very land we fly on today in 1926, a year before Lindberghs flight across the Atlantic.**

In 1936 model aeroplane competitions were starting to appear and attract large crowds of people. The aerodrome at nearby Baginton was to become the scene of one such event which was repeated that same year at St Mary's Land. Model flyers from all over the country gathered to fly their machines, some of which were covered with oiled silk and made from bamboo and other materials. Just like today the friendly banter and exchange of ideas took place. Today, you can see a typical gatherings of the young and not so young enjoying a days flying.



As the war years approached there was to be a nationwide ban on flying powered aeroplanes in case of any confusion with invading German aircraft. Model flying did carry on although much more in a limited capacity. The Army used the land for practise and the odd Westland Lysander would be seen landing here in connection with Budbrooke barracks not far away, and the old satellite Warwick airfield across the way flying Airspeed Oxford aircraft doing landing practise. A plan for an A-Frame pusher like the ones used on our common.

**So we, The Warwick Model Flyers, are the current custodians of an activity that has been practised on St Mary's Lands for 90 years. The common has been very much a small part of the history of aviation throughout time. Even though the model types, and technology has changed dramatically, the same enthusiasm prevails as it did all of those years ago.**

## WDC MODEL FLYING FIELD

**In the interests of Health & Safety, the Public are kindly requested to not venture on to the mown Airstrip area during model flying.**

**We would kindly request that you keep both children and pets under control whilst in this area.**

**If you would like to view the flying, you are more than welcome. Please stand safely in the same area as the flyers.**

## Model Aircraft Flying

We have two sites where you are welcome to fly model aircraft, one at St Mary's Lands and one at Newbold Comyn.

These sites are both used by other visitors as well and flyers are expected to behave in a way that does not unduly disturb other users or nearby residents. The rules below have been designed to ensure the safety of everyone visiting the area and the comfort of nearby residents, whilst allowing model flyers to enjoy their hobby. If you fly on one of these two sites you must adhere to the following rules:

## Rules of Flying

- Flying should take place only within the flying area defined by the boundary markers. Flyers must make every effort to ensure that models do not stray beyond this.
- These are public areas and flyers must give priority to other visitors at all times.
- All flyers must be current members of the British Model Flyers Association (BMFA) and covered by a minimum of £5million public liability insurance. Evidence of BMFA membership must be available for inspection by Council Officers at all times when flying
- Only models of less than 7kg may be flown
- Flyers must at all times comply with Civil Aviation Authority's Air Navigation Order and code of Practice CAP 658 'Model Aircraft: A Guide to Safe Flying'
- All models must be fitted with an appropriate silencer and operated in a manner which minimises the potential to cause noise nuisance. Flyers causing a noise nuisance to neighbouring residents may be asked to cease flying

## Flying Times

Flying must only take place during the following times:

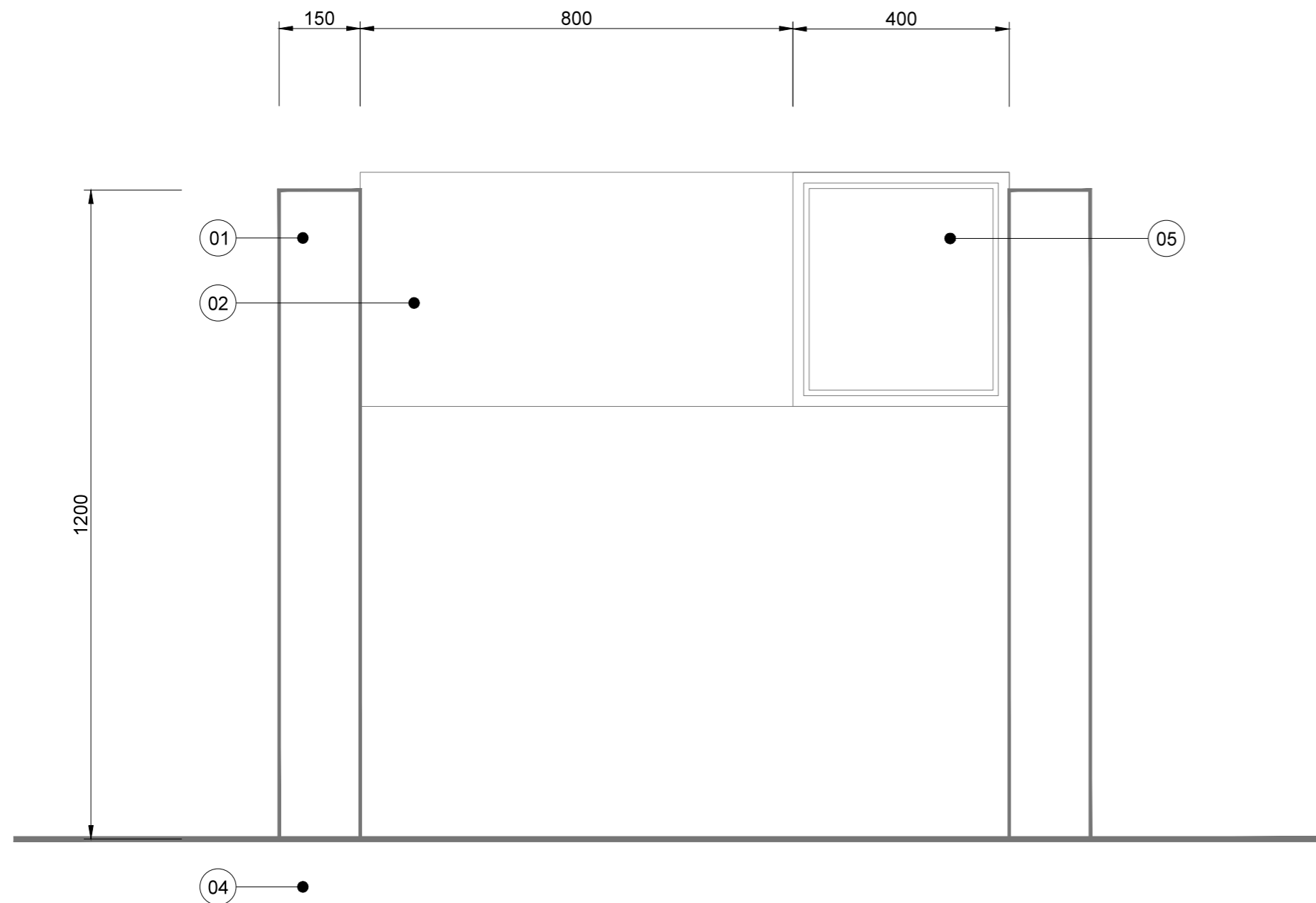
- Monday - Friday (excluding bank holidays) 10.00am to 7.00pm
- Weekends and bank holidays: 11.00am - 4.00pm
- Flying is not permitted during race meetings

## Contacts

Warwick District Council  
Tel. 01926 456128  
[www.warwickdc.gov.uk/parks](http://www.warwickdc.gov.uk/parks)

Warwick Model Flyers  
[www.warwickmodelflyers.org.uk](http://www.warwickmodelflyers.org.uk)

# Model Flying at SML



INTERPRETATION SIGNAGE  
WITH OPTIONAL (LOCKABLE) NOTICE BOARD  
ELEVATION

- 01 - 150 X 150MM AIR DRIED OAK POST WITH PYRAMID TOP DETAIL. POSTS 1200MM ag.
- 02 - 800 X 500MM NON FADE GRAPHIC PANEL MOUNTED ONTO TIMBER BOARD FIXED AT 30 DEG ANGLE TO TIMBER POSTS WITH HEX-BOLT RECESSED SECURITY FIXINGS.
- 03 - NOT USED
- 04 - POSTS SET IN CONCRETE FOOTING TO MANUFACTURERS RECOMMENDATIONS
- 05 - 400 X 500MM ALUMINIUM FRAMED LOCKABLE NOTICE BOARD

## Fingerpost Options Zone 1



### 1. Oak Post, metal fixed direction arms

Square section post. Painted finish to post top; green arms with etched and white vinyl applied graphics. Square post.  
£900.00

### 2. Oak post, metal multi-direction arms

Square post with machined round section for mounting signage. Modular green arms with 'collar' fixing. White vinyl applied graphics.  
£800.00

### 3. Oak post, metal fixed direction arms

White fixed arms, with green printed graphics.  
£750.00

### 4. Metal post, PVC multi-direction arms

Galvanised/ powder coated green steel post with white printed finger arms. Round post.  
£650.00

Note: Cost comparison based on two arms

## Zone 2



### 1. Oak Post, oak fixed direction arms

### 2. Oak post, oak painted fixed direction arms

### 3. Softwood post, softwood fixed direction arms

### 4. Douglas Fir post, marine grade plywood fixed direction arms

Note: Cost comparison based on two arms