

Site Level Design Principles

Design Principles:

Introduction

The relationship that the streets have with one another and to the built form will have a significant impact on the character of any new development in Kenilworth. Streets should be designed as high quality, low speed pedestrian friendly environments with a clear hierarchy.

Following the Neighbourhood Level Analysis work a number of different street typologies have been identified. These street typologies have been informed by the characteristics of the 14 streets analysed in the previous section and will provide design principles for the future housing development within and around Kenilworth.

The characteristics that were identified at the High Street in Kenilworth have informed the design principles for the Main Street. This includes elements such as parallel parking, carriageway width and street trees etc. The High Street acts as a local centre in Kenilworth and as a result the Main Street, route typology is deemed appropriate for main routes as they pass through the local centres. New Street in Kenilworth has informed the design principles for the Urban Street route typology. This includes elements such as building relationship to the street, carriageway width, lack of front gardens etc. New Street lies adjacent to the High Street and has a more urban character, therefore the Urban Street route typology is deemed appropriate for routes and side streets in the local centre. The characteristics that were identified at Waverley Road have informed the design principles for the primary route street typologies. Waverley Road forms part of the main routes running through Kenilworth. It is nevertheless a route that serves a residential area and retains a strong character and identity. The properties lining the route all face onto the street. Parking is both on-street and on-plot parking and street trees help to reduce the dominance of the parking.

The characteristics identified at Station Road, Stoneleigh Road and Clarendon Road have informed the design principles identified for the secondary route street typology. These streets form secondary routes within Kenilworth and serve residential areas. Properties face directly onto the street and parking is both on-plot and on-street parking. Front gardens are typically small and buildings often define the route.

The characteristics identified at Fieldgate lane and Castle Hill have informed the design principles identified for the Lanes Street typology. These routes lie on the periphery of Kenilworth and reflect the transition between the town and country. House density starts to decrease; buildings are set further back from the street and trees and shrubs form a dominant element in the street. On-street parking is minimal and the street retains a semi-rural character.

The design principles have also been informed by the following guidance

- Manual for Streets 2, 2010 (CIHT)
- Design Manual for Roads and Bridges, 2006 (Highways Agency)
- Creating Garden Cities and Suburbs today, 2013 (TCPA)
- Urban Design Compendium, 2000 (HCA)
- National Planning Policy Framework

The design principles will guide and help new development reflect the intrinsic qualities found in Kenilworth's streets and help create place and a strong identity.

The street typologies identified in the following sections are indicative of what would be appropriate. Detailed planning applications will determine the layout and typologies of proposed streets.

Main Streets



- Streets in local centres providing access to local shops and services;
- Provision of both short and long stay parking;
- Parking integrated well into the street scene;
- Generous pavement widths to allow building uses to spill out on the pavement;
- Street trees a dominant feature of the street;
- Variety of architectural styles forming a continuous built edge; and
- Variety of building heights and plot sizes creating interest.

Primary Route



- Main route through new Development Brief Site;
- More generous street proportions including road and pavement widths;
- Both on-plot and street parking;
- Boulevard trees help to define the route;
- Buildings continue to define the street and front onto it;
- Strong definition between public and private space created by formal boundary treatments;
- Front gardens and garden vegetation create a more open green environment; and
- Variety of plot sizes to create variety and interest.

Urban Streets



- Intimate side streets near to local centres;
- Limited on-street parking;
- Strong relationship between buildings on the street;
- Variety of architectural styles forming a continuous built edge;
- Small or no front gardens; and
- Variety of building heights creating a varied roof scape.

Secondary Route



- Buildings define the street and front onto it provide natural surveillance;
- Variety of plot sizes to create interest;
- Small front gardens;
- Garden vegetation a dominant feature of the street;
- Boundary treatments more informal such as hedges;
- On-plot and on-street parking; and
- Secondary routes off the main spine road.

Lanes



- Development often one side of the street only;
- Treatment for more peripheral areas of development are often adjacent to the countryside; or green open space;
- Boundary vegetation and trees a key feature of the road;
- Housing less dense than in other areas and typically detached and semi-detached properties; and
- Buildings set further back from the street.

Greenways



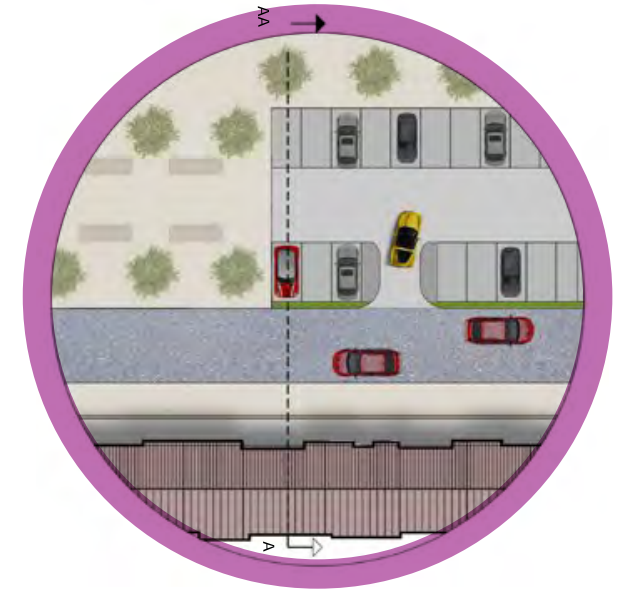
- Housing fronting onto green space;
- Integrate shared surfacing;
- Vegetation and planting a key feature of the road;
- Generous footpaths and reduced vehicular speeds; and
- Generous front gardens a dominant feature of the street.

Key Design Principles

- **Design speed** : Typically 20mph
- **Dimensions** : Typically 6.8m
- **Parking** : Parking integrated by street trees. Parking for residents at the rear of properties
- **Pavements** : Typically 3.0 – 4.0m wide
- **Vehicular access to dwellings** : To the rear of properties only
- **Landscaping** : Typically street trees only and front gardens (3.0-5.0m)
- **Building relationship** : Continuous built edge, with entrances to properties from the street frontage. Some buildings set back to create variety
- **Uses** : Some retail at ground level in local centres, habitable rooms facing the street to maintain active frontages
- **Building heights** : Typically 2 & 3 storey buildings to create varied roof scape. Occasional 4 storey building
- **Building materials** : Predominantly brick with occasional render
- **Block sizes** : Typically 80-100m
- **Walking and Cycling** : Typically 4.0m wide pavements for segregated cycle/pedestrian routes
- **Loading bays and servicing** : Typically 2.5m wide and located adjacent to shops

Main Street

The characteristics of the Main Street have been informed by some of the qualities found at Kenilworth High Street, particularly the area where it approaches the junction with Bridge Street. The following design principles should be applied to main routes as they pass through local centres. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets. The following design principles aim to create a pedestrian friendly environment, where people are encouraged to use local facilities. Good quality public realm areas will be a feature of these locations. A variety of architectural styles, building set backs and plot sizes will help create interest and variety.

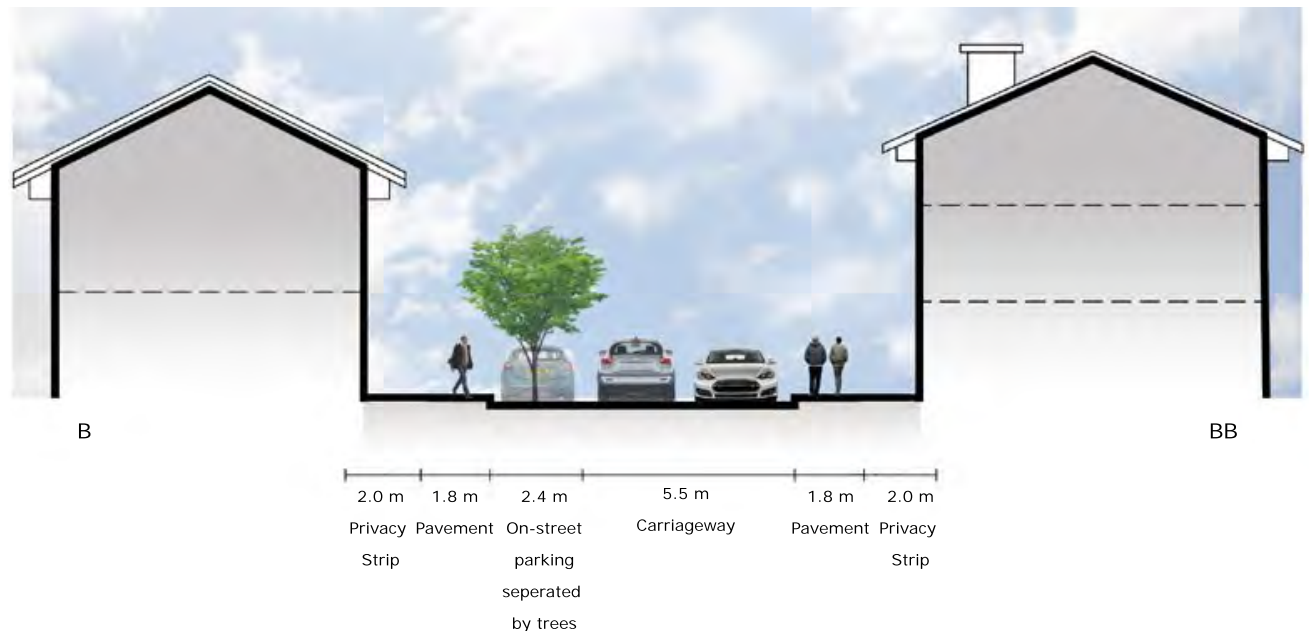
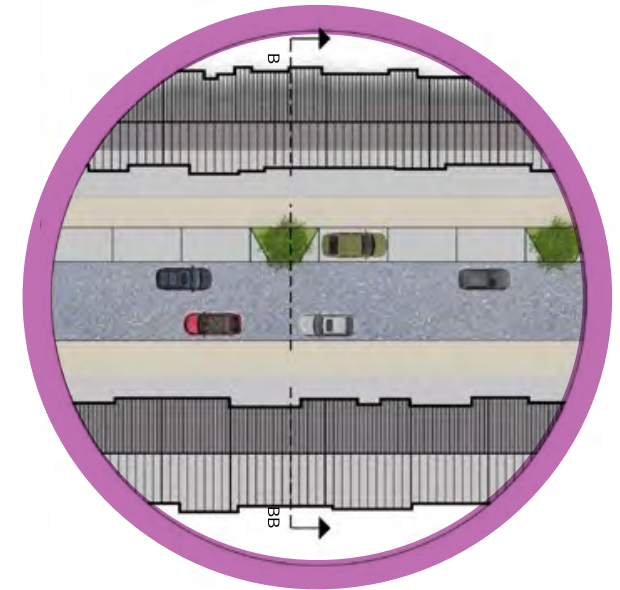


Key Design Principles

- **Design speed** : Typically 20mph
- **Dimensions** : Typically 5.5m
- **Parking** : Parallel on-street parking at street frontage separated by trees. Limited on-plot parking
- **Pavements** : Typically 1.8m wide
- **Vehicle Access to dwellings** : No vehicular access from street frontage
- **Landscaping** : Occasional small front garden (no more than 2.0m wide) mainly privacy strip defined by change and hard landscape materials
- **Building relationship** : Continuous built edge, occasional gap for rear access or mews
- **Uses** : Residential with habitable rooms facing the street to maintain active frontages
- **Building heights** : Typically 2 and 3 storey buildings to create varied roof scape. 4 storey buildings in local centres
- **Building materials** : Predominantly brick with some rendered properties
- **Boundary treatment** : Occasional low brick wall to the front, to define front gardens. Fences or walls to the rear of properties. No boundary treatment where privacy strip exists
- **Block sizes** : Typically 50-70m
- **Walking / Cycling** : Typically off-road cycle routes would not be provided on urban streets as space requirements would prevent this

Urban Street

The urban street involves streets near to local centres. The design principles of this street have been informed by those qualities that can be found at New Street in Kenilworth. The following design principles seek to create more intimate streets typical of historic towns and villages, where buildings have a close relationship with the street. Again a variety of plot sizes, buildings set backs and building heights will provide interest and variety to these streets. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.

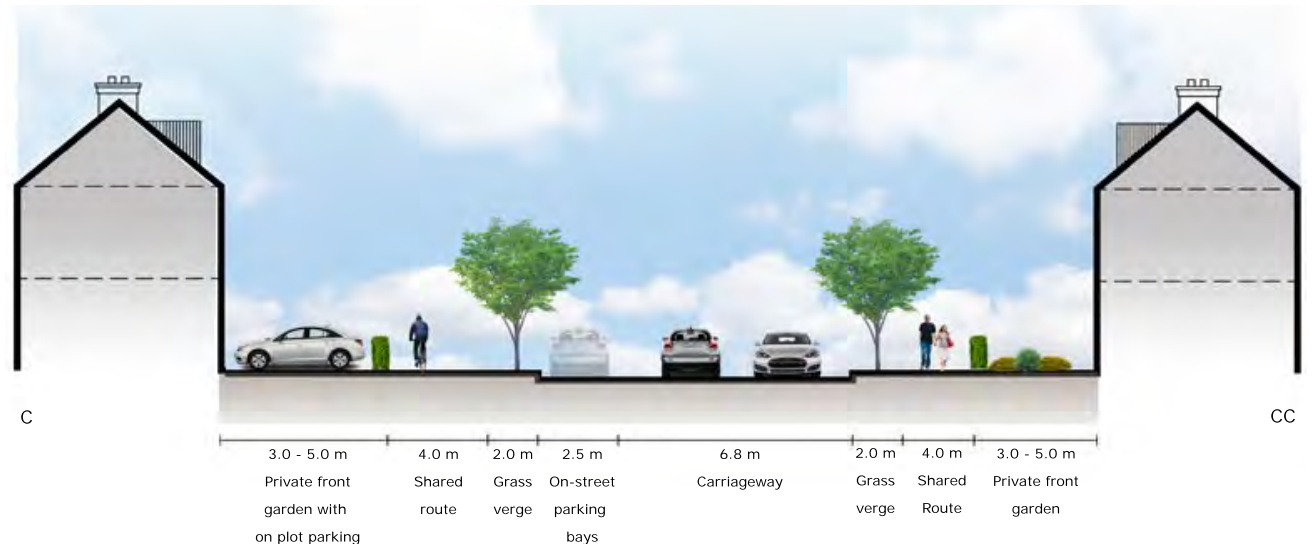
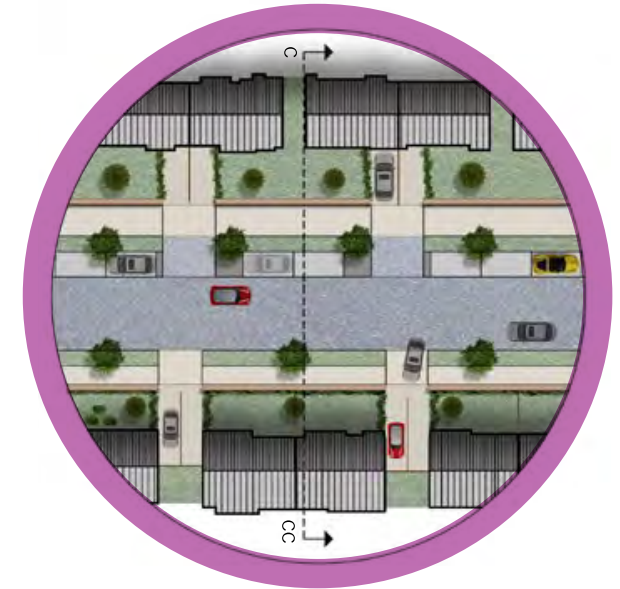


Key Design Principles

- **Design speed** : Typically 30mph
- **Dimensions** : Typically 6.8m wide
- **Parking** : On plot parking to front and side of properties. Also on-street parking to one side of carriageway
- **Pavement** : Typically 4.0m wide for shared cycle/ pedestrian routes
- **Vehicular access** : Typically to front of properties. Parking to rear of properties limited
- **Landscaping** : Typically 2.0m verges to both sides of street with boulevard tree planting. Front gardens (3.0m-5.0m)
- **Building relationship** : Some continuous built edge, also gaps between buildings where detached and semi-detached properties exist
- **Uses** : residential with habitable rooms facing onto the street
- **Building materials** : Typically red brick with some render
- **Building heights** : Typically 2 storey with loft space, occasional 3 storey at road junctions and block corners
- **Boundary treatment** : Brick walls or formal hedges to front. Fences, hedges or walls to rear of properties
- **Block sizes**: Typically 60-80m
- **Building types** : Semi-detached and terraced town houses. Occasional detached properties away from local centres
- **Walking /Cycling** : Typically a 4.0m wide shared route to both sides of the carriageway

Primary Route

Primary routes involve the street treatment for main spine roads through new developments. These routes then became the Main Streets as they pass through local centres. The primary route has been informed by some of the key characteristics found at the Waverley Road in Kenilworth. A key difference however is the introduction of a grass verge to both sides of the carriageway. The following design principles seek to create a strong character for spine roads or principle routes within new residential developments. A key focus will be on active travel and creating an environment where walking and cycling are part of peoples daily routines. Buildings will front onto the street to maintain natural surveillance and plot sizes and buildings set backs should however vary to create variety. Buildings should form a continuous built edge as the route approaches local centres. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.



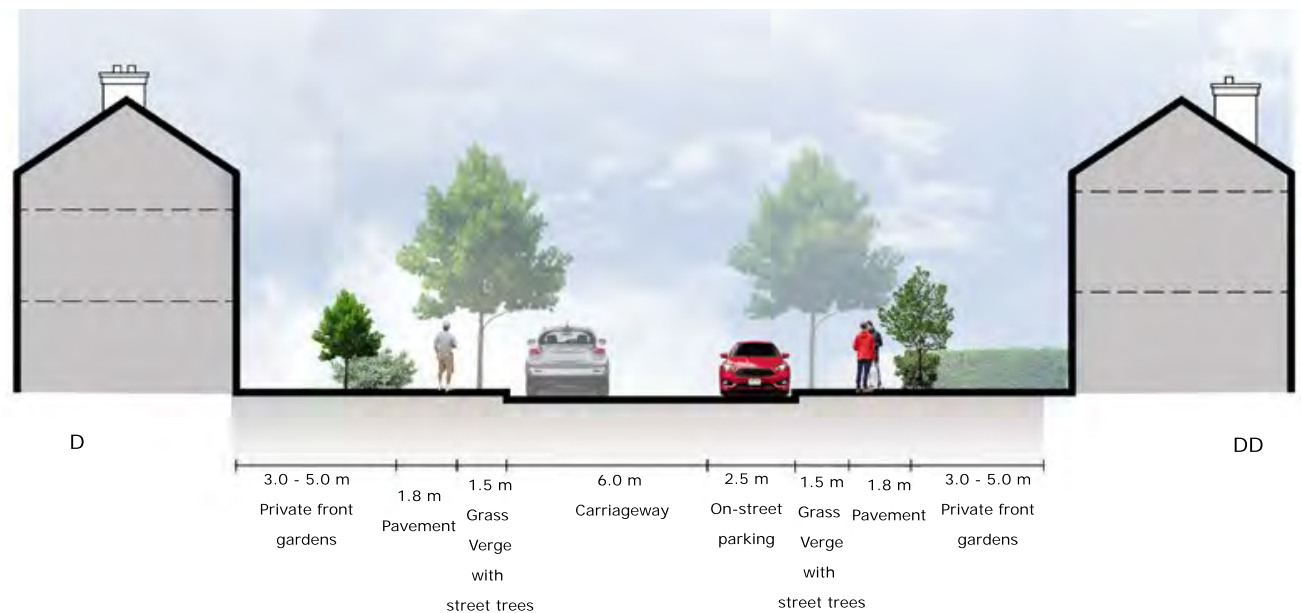
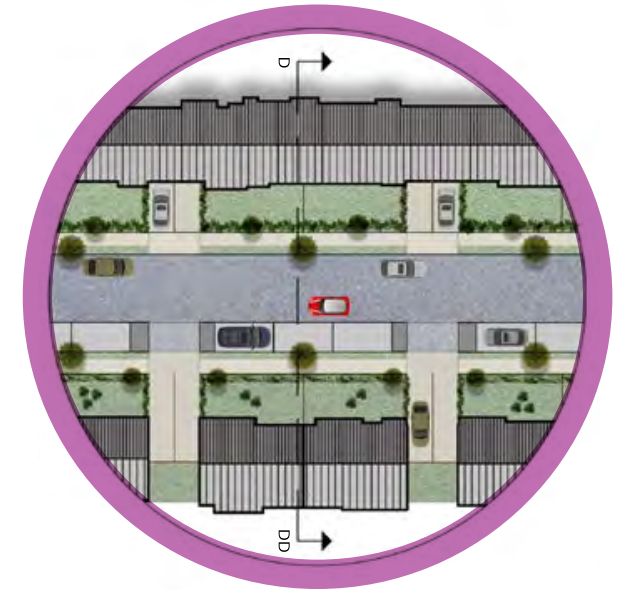
Key Design Principles

- **Design speed** : Typically 20mph
- **Dimensions** : Typically 6.0m wide
- **Parking** : On plot parking to front and side of properties. Also on-street parking to one side of carriageway
- **Pavement** : Typically 1.8m wide
- **Landscaping** : Typically street trees, front gardens (3-5.0m) 1.5m grass verges
- **Building relationship** : Some continuous built edge from terraced cottages / town houses
- **Uses** : Residential with habitable rooms facing the street
- **Building heights** : Typically 2 storey occasionally 3 storey at road junctions
- **Building materials** : Predominantly brick with some render and timber
- **Boundary treatments** : Stone or brick walls or formal hedges to front. Walls or fences to rear
- **Block sizes** : Typically 60-80m for terraces
- **Walking / Cycling** : Cycle routes would be typically on-road routes and pedestrian pavements usually 1.8m wide

Secondary Route

The secondary routes involve alternative means of accessing residential areas other than the primary routes. These routes link onto the primary routes and the design principles have been informed by some of the key characteristics found in Kenilworth's historic residential streets such as Station Road and Stoneleigh Road.

The following design principles seek to establish the character of secondary routes within new residential areas and create a strong street hierarchy in order to assist with wayfinding and legibility. The width of the carriageway, pavements and verges are less than those for primary routes reflecting a reduced intensity of use. These streets will be quieter than the primary route however buildings shall still front onto the streets to maintain a close relationship with the street. Building plot sizes and set backs will typically be more uniform. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.



Key Design Principles

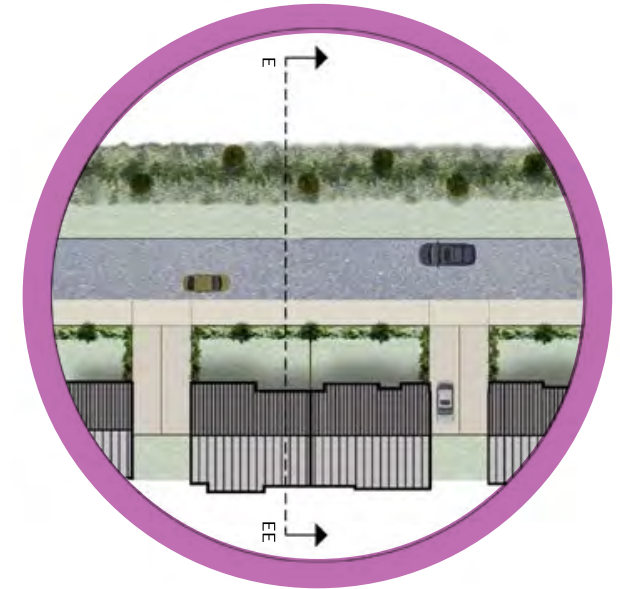
- **Design speed** : Typically 20mph
- **Dimensions** : Typically 4.2m wide
- **Parking** : No on-street parking, On plot parking only
- **Pavement** : Typically 1.8m wide pavement
- **Landscaping** : Typically screen planting to integrate housing
- **Building relationship** : Detached and semi-detached properties set back from lane
- **Uses** : Residential
- **Building Height** : Typically 2 storey with habitable attic space. Some bungalows would also be suitable
- **Building materials** : Typically red brick, render and some timber
- **Boundary treatments** : Informal hedges or walls to front, informal native hedges to rear
- **Block Sizes** : N/A
- **Walking / Cycling** : It is envisaged that the landscape buffer would incorporate off-road walking and cycling routes

Lanes

Lanes involve routes on the periphery of the new settlement used to access properties, that face out at the site towards green open space or the countryside.

Lanes will be quieter routes at the periphery of development sites and volume of vehicular traffic will be typically low. A key aim of the design principles will be to integrate housing at this location into the broader landscape as well as minimise visual impact. Housing density will typically be lower at these locations in order to further assist integrating new residential areas into the landscape. Detached and semi-detached properties will be prominent building types. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.

Streets such as Fieldgate Lane and Castle Hill have informed the principles for this route typology.

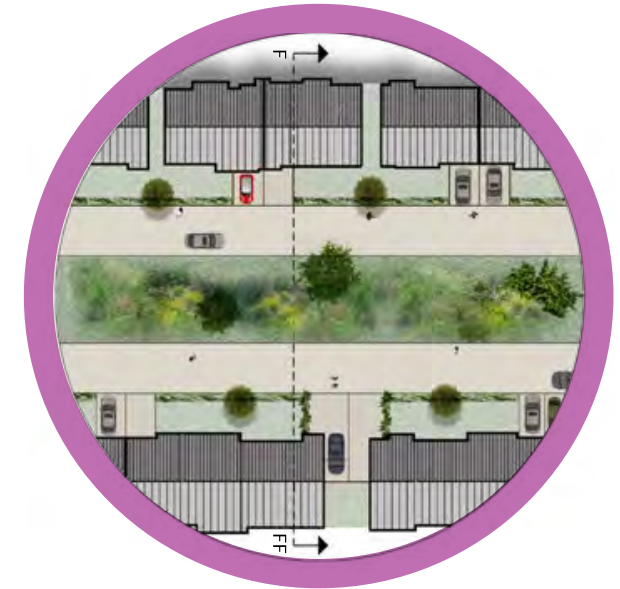


Key Design Principles

- **Design speed** : Typically 20mph
- **Dimensions** : Typically 4.0m for each shared surface. Typically 7.0m for SUDs/greenways
- **Parking** : On-plot to front and side of properties, No on-street parking
- **Landscaping** : Typically raingarden plating and aquatic planting, Tree parks and grass areas
- **Building relationship** : Buildings to front onto greenway to provide natural surveillance
- **Building heights** : Typically 2 storey with occasional 3 storey
- **Building materials** : Red brick or render with some timber
- **Boundary treatments** : Hedging to small front gardens, privacy strip defined by change of hard landscape materials

Greenways

The greenways will involve the treatment for the new housing set amongst green infrastructure and in particular include areas required for sustainable urban drainage. It is envisaged that greenways will be used where sustainable urban drainage is a key element of the site or where existing watercourses are retained and incorporated into new housing. This approach will use these aquatic features as a key focal point around to which to set housing. Housing will front onto this new green open space to maintain natural surveillance. However it should be noted that detailed planning applications for parts of the Development Brief Site will determine the geometry of proposed streets.



Boundary Treatments

Properties in Kenilworth have a range of boundary treatments depending on the age of the property and its location within Kenilworth. Georgian, Victorian and Edwardian properties within the town centre tend to have low brick walls to demarcate the front gardens and higher brick walls at the rear of properties. Older properties at the edge of the town tend to have red sandstone walls. Hedges and fences also tend to feature more towards the periphery of the town and are often used as boundary treatments for larger detached and semi-detached properties.

Front Boundary Treatments

Brick Walls



Low brick wall with brick pillars and blue clay tile coping's

- Appropriate as boundary treatments to front of properties on primary and secondary routes;
- Brick coping with tile crease or blue or red clay tile copings appropriate;
- Pillars to define entrances to properties.

Rear Boundary Treatments



Brick wall with coping and detail

- Appropriate as boundary treatments to rear and side of properties;
- Used to define streets where buildings do not front onto streets;
- Brick coping with tile crease or blue or red clay tile copings appropriate.

Stone Walls



Dressed red stone wall

- Dressed sandstone walls appropriate as front boundary treatments on secondary routes and lanes;
- To be used where stone is used as a building material;
- Stone coping to match local detailing.



High red sandstone wall

- Appropriate as boundary treatments to rear of properties;
- Used in association with formal and informal hedges as well as timber fencing;
- Stone coping to match local detailing.

Hedges



Timber fencing with hedging

- Appropriate as front boundary treatments for housing on secondary routes, lanes and greenways;
- Formal hedging appropriate to front of properties;
- Informal hedging appropriate to rear of properties.



Informal hedge

- Appropriate as boundary treatments to rear of properties;
- Used to help integrate properties into the landscape.

Kenilworth Materiality

The main building materials in Kenilworth are brick, render and occasionally timber. The local brick is a distinctive warm red colour which provides a depth and warmth to the buildings. New residential properties constructed from brick should seek to match the warmth and depth provided by the local 'Kenilworth Brick'. Local red sandstone is occasionally used to accompany the brick and is often used as door surrounds, window lintels and sills or for mullion windows. This local stone along with the brick helps to create identity and sense of place. Roof tiles are typically red clay.





Car Parking

The following principles should be applied for proposed parking in new residential areas:

- Resident and visitor parking should be located so that it does not dominate the street scene. Street trees and landscape features should be used to break up long lengths of on-street parking bays. On-plot parking should be discreet whether to the front or side of properties and integrated into the street;
- A mixture of parking solutions is encouraged;
- On-street and on-plot parking should be convenient, accessible and as close to residential properties as possible. It should also be overlooked by habitable rooms which face onto the street;
- Whilst parking should typically be at the front or sides of properties to create active streets and promote natural surveillance there may be some exceptions or circumstances where parking at the rear of buildings is acceptable. In these instances the parking should be overlooked, safe, convenient for users and protected by gated access;
- All parking areas should be constructed from permeable paving unless it is deemed unsuitable; and
- Parking areas should conform to guidance stipulated within Warwick District Council's adopted Parking Standard Supplementary Planning Document 2018.

On-Plot Parking



- **On-plot parking should be integrated within the street scene**
- **On-plot parking is appropriate for primary routes, secondary routes, lanes and greenways**
- **On-plot parking not suitable for main streets and urban streets**
- **On-plot parking will usually be to the side of properties or to the front if there is appropriate soft landscaping**

On-Street Parking



- **On-street parking should be overlooked by habitable rooms**
- **On-street parking is appropriate for main streets, urban streets, primary routes and secondary routes**
- **On-street parking is not appropriate for lanes or greenways**
- **On-street parking should be convenient for local residents**

Parking in Local Centres



- Street trees should be used to integrate parking
- Perpendicular parking is appropriate for limited areas within local centres
- It should be located close to retail and leisure uses
- Parking should not compromise vehicle movement along the carriageway
- Cycle parking should be provided in local centres, adjacent to community buildings and within employment areas

Typical Parking Principles



- Parking should be convenient and accessible
- It should be overlooked by habitable rooms
- Parking should include a variety of different types
- Parking surfacing should be porous to minimise surface water drainage requirements

Typical Parking Principles



- It should promote natural surveillance
- Parking should not dominate the street scene
- Street trees and landscape features should be used to integrate parking
- Both short and long stay parking should be provided
- Both resident and visitor parking should be provided