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Castle Hill

Streetscene

Overview

Castle Hill is a continuation of the High Street westwards and a continuation of the route linking Kenilworth Castle to the settlement of Coventry. At its eastern end Castle Hill becomes the High Street at its junction with Malthouse Lane.

From Kenilworth Castle opposite Castle Hill, the road climbs steadily to the east towards the High Street. The road is lined on the north side by late 19th century two storey terraces, with clay roof tiles. The south side of the road which is known as Little Virginia consists of a group of thatched cottages.



Characteristics include:



Buildings set back from the road along the west side of Castle Hill



16th century thatched cottage on Castle Hill creates a strong sense of identity



Generous gardens provide the south side of the street with a semi-rural character



Consistency in architectural detailing



Bow bay windows provide a dominant architectural feature



Buildings front onto the street to create an intimate relationship with the carriageway

Streets and Spaces

The red brick terraces form a continuous built edge along the north side of the road whereas the south side of the road contains gaps between the buildings.

Unlike the High Street, the architecture of Castle Hill is very uniform. The north side of the street is composed of two storey brick terraces which create horizontal and vertical rhythm as well as consistency amongst the architectural detailing such as the doors, casement windows or dormer windows. Towards the western edge of the road the detailing gradually changes as cantered and bow bay windows become more of a dominant feature. The buildings all front onto the street creating an intimate relationship between the buildings and carriageway.

On the south side of the street the architecture is also very consistent but very different to the 18th century brick terraces on the opposite side of the street. The thatched cottages which are set amongst generous green lawns create a rural scene again with a strong sense of identity. The vertical alignment of the street also changes from west to east as it climbs steadily to meet the high street. The street is approximately 6.5m wide at this location which includes 4.5m for the carriageway and 2.0m for on street parking.

Urban Blocks

It is difficult to determine any degree of urban block along Castle Hill due to the detached nature of the thatched cottages and the continuous line of red brick terraces.

Buildings

Castle Hill contains both 16th century thatched cottages and late 18th century brick terraces. The thatched cottages are timber framed buildings with white washed brick infill panels. The buildings were originally constructed around an oval open space which is now a lawned area. Buildings have generally one storey with a habitable attic space, flush casement windows under chambered arches.

The 18th century single fronted brick built cottages have relatively simple building features include decorative mouldings, arched brick lintels and triangular dormer windows with clay tiles.

Ambience

The quality and variety of the buildings along Castle Hill create an attractive historic route. The route is not affected by heavy vehicular traffic and there are good views of Kenilworth Castle and the wider countryside beyond it which add to the ambience. The western end of Castle Hill contains a public house and tea rooms which are frequented by visitors to the castle. This provides some pedestrian activity towards the western end of the street.

Pedestrian Experience

The experience for pedestrians is generally positive due to the low volume of vehicle traffic using Castle Hill. The semi-rural character of Little Virginia further adds to the pedestrian experience. Architectural consistency creates a strong sense of place.



Castle Hill - North Elevation



Castle Hill - South Elevation

Summary

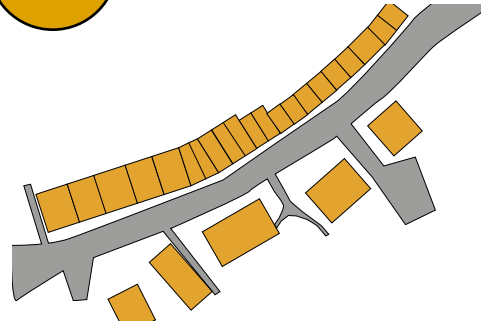
- 2 different typologies on each side of the street
- North side of the street consists of the uniform red brick terraces
- South side of the street consists predominantly of thatched cottages
- Strong sense of identity despite different architectural styles
- Historic route with good views of the historic castle and countryside beyond.
- Forms part of the Kenilworth Conservation Area

Building Blocks



Building block layouts along Castle Hill

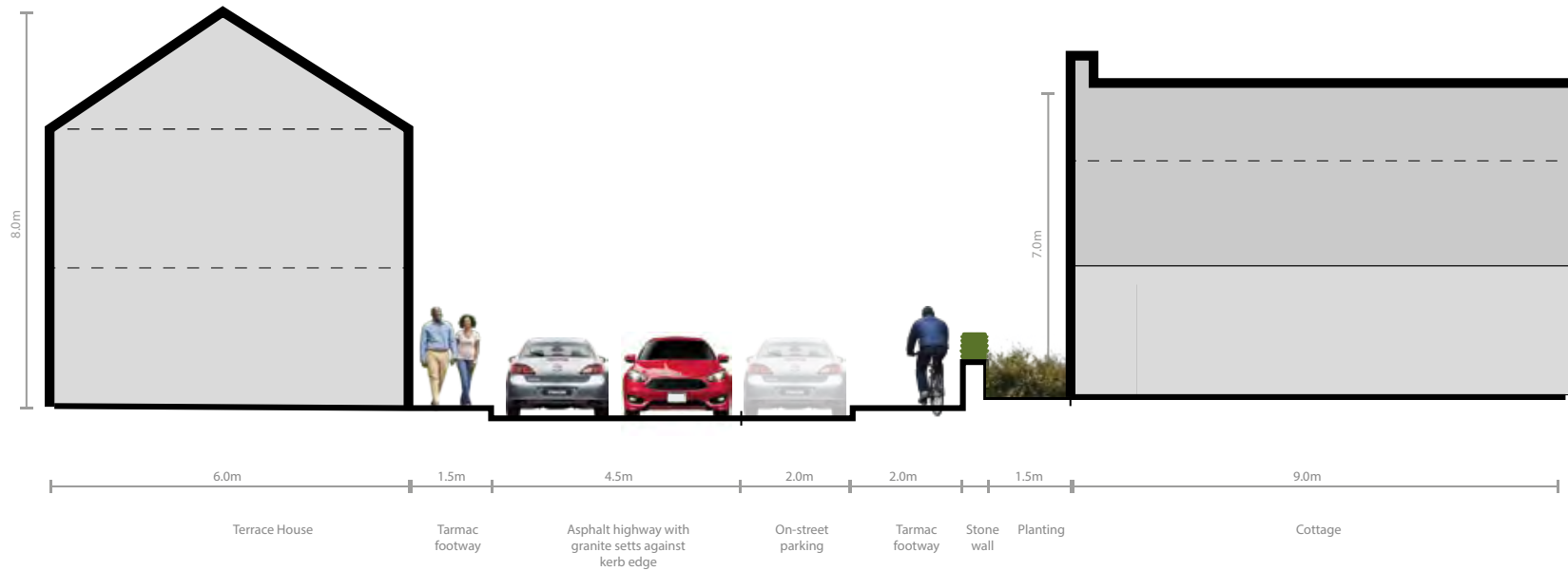
Building Plots



Building plot layouts along Castle Hill

Summary

- Continuous built edge along the northern side of the street
- Strong sense of enclosure created by built edge
- On-street parking does not dominate the street scene
- Plot sizes vary and this creates further interest
- Buildings create a sense of arrival
- Boundary treatments are not a dominant feature of Castle Hill, although low stone walls with hedges are prominent.



Typical section through Castle Hill

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Castle Road

Streetscene

Overview

Castle road is an early mid-19th century development along the route that originally linked Kenilworth Castle to the settlement of Warwick. From the east to west the road climbs slowly before turning a sharp corner to head north past the castle. On the south side of the road are 2 storey mid-19th century brick terraces. On the north side of the road are Edwardian semi-detached properties. The building forms a short isolated section of housing.

The brick terraces on the south side of the road are set back from the road and garden trees and shrubs as well as boundary walls and hedges define the route. The Edwardian properties are set closer to the carriageway and have a stronger presence in the street scene. The pavements are also wider on the north side of the road compared with the narrow 1.0m wide pavements on the south side of the road.



Characteristics include:



Incline of the street provides a varied roofscape



Terrace buildings set back on the south side of the street with long front gardens



Edwardian properties providing a sub-urban character to the north side of the street



Road incline provides a varied roofscape



Gardens with planting and soft boundary treatments provide a semi-rural quality



Car parking in front gardens visually detract from the streetscene

Streets and Spaces

The existing road passes through a small group of isolated properties providing a semi-rural quality. This rural quality is further emphasised by the domestic scale of the terraced cottages, and the distance the buildings are located from the road. In contrast the northern elevation with the Edwardian properties have a more sub-urban character.

The changing horizontal and vertical alignment of the carriageway provides some additional interest and mature trees at each end of the road provide a scenic quality to the street scene. The terraces do not have a particularly intimate relationship with the road because they are set back from the road.

Buildings

Other than the recent bungalows at the eastern end of Castle Road the architectural quality of the buildings is good. Whilst the Edwardian properties display a number of different features such as doors, roofs and windows consistency and harmony is created by building scale and proportion as well as the use of red brick as the dominant building material. Car parking in front gardens detracts from the visual quality of the street scene.

The buildings on the southern side of the street consist of single and double fronted Victorian and Georgian brick terraces displaying a variety of architectural features. The roof scape is also varied due to the properties being constructed on an incline. Consistency and harmony is mainly provided by the domestic scale of all the properties and the use of red brick as the dominant building material.

Ambience

There are some good views of Abbey Fields from many of the properties on Castle Hill although the properties on the north side of the road tend to obscure the views of Abbey Fields from properties on the south side of the road. Views looking east along Castle Road are of mature trees within Castle Ponds and Abbey Fields. Views looking north along the road are of mature trees in the grounds of Kenilworth Castle. There are no shops or services on Castle Road and as a result pedestrian activity is low. Castle Road is however part of the B4103 which links Warwick Road to Birmingham and as a result the volume of vehicular traffic is relatively high and this detracts from the ambience of the street.

Pedestrian Experience

The pedestrian experience on Castle Road is generally poor due to the high volumes of vehicle traffic and vehicle speeds. Pavements are particularly narrow on the south side of the carriageway further reducing the pedestrian experience.



Castle Road - North Elevation



Castle Road - South Elevation

Summary

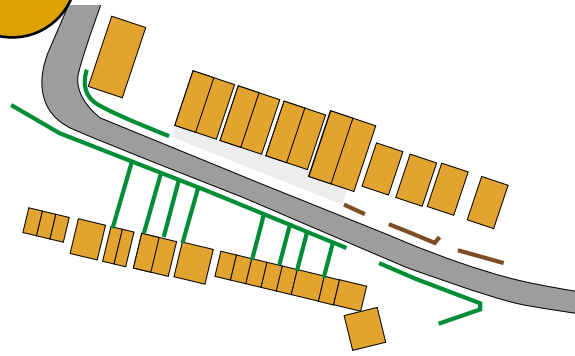
- Isolated location provides the properties with a semi-rural quality
- West elevation features domestic scale terraced cottages, and long narrow gardens with planting.
- North elevation in contrast features Edwardian properties giving a sub-urban character.
- Dominance of cars in the street tends to detract from the visual quality of the street scene.
- Red brick is a the dominant building material.

Building Blocks



Building block layouts along Castle Road

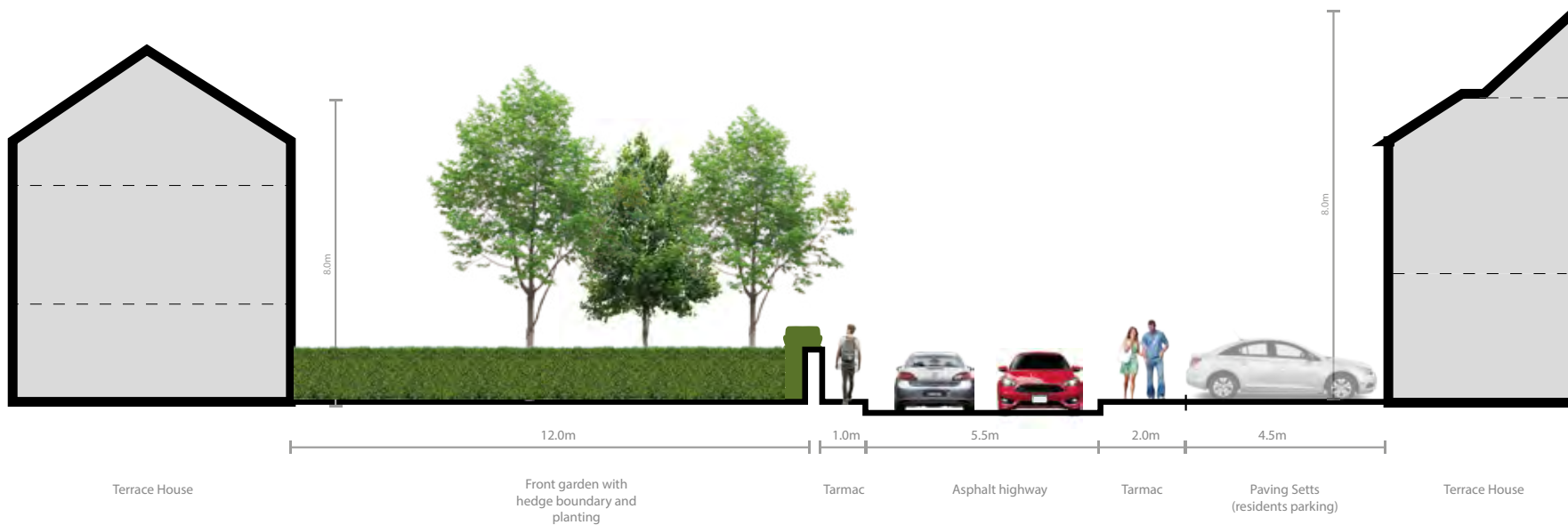
Building Plots



Building block plot layouts along Castle Road

Summary

- Terraced properties create large building blocks which are set back and somewhat detached from the main road
- Semi-detached properties on the northern side of the street create a sense of enclosure
- Domestic scale properties and long narrow front gardens of terraces create a semi-rural character
- Low brick walls with hedges are the dominant boundary treatment on the south side of the street. Boundary treatments on the north side of the street have been largely removed to accommodate on-plot parking.



Typical section through Castle Road

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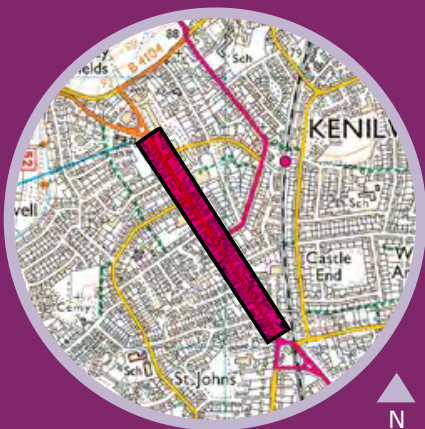
Warwick Road

Streetscene

Overview

Located in the centre of Kenilworth towards the west of the town, Warwick Road runs north-south through Kenilworth Town Centre. Although Warwick Road contains entirely residential development to its south, the town's main shops are located along its northern half.

Warwick Road has been subject to continuous redevelopment and now retains few of its original buildings. As a consequence, Kenilworth Town Centre contains a mixture of the old and new. The buildings are generally two storeys high, characterised by ground floor retail use and first floor office use. There are, in some places, one, three and four storey buildings. At the bottom of Warwick Road is the Parish Church of St John the Evangelist a Gothic Revival Building.



Characteristics include:



Retail offer on Warwick Road



Civic Space along Warwick Road



Talisman Square off Warwick Road



View up Warwick Road towards Kenilworth Clock Tower



Grade II listed building on Warwick Road



Narrow pavements on Warwick Road

Streets and Spaces

Warwick Road is a wide road (6m in width) with 1-4m wide pavements on either side. Despite this, the road feels enclosed due to the continuous built edge along both sides. It provides the main route through Kenilworth Town Centre. On-street parking is not available. However, a small car park is located in Talisman Square, just off of Warwick Road to the north-east. The car park is due to be replaced with retail and student accommodation. The pavement consists of two different shades of paving whilst the road is made up of asphalt.

On arrival Warwick Road appears to be a very busy and bustling street. The clock tower is a landmark at the northern entrance to the road. There are not many gaps between buildings along the road, only those where a side road, cul-de-sac or footpath emerge. As such, the buildings provide a strong means of enclosure. There is not as much civic space in the town centre. However, a small number of cafés have tables and seats outside for customers. The market takes place in an open space at the junction with Abbey End. Warwick Road which forms the main shopping street is distinct from the surrounding residential streets. The mixture of old and new contributes towards this sense of identity.

Urban Blocks

The blocks in the northern half of Warwick Road are, on average, 20m in length. The blocks are separated by side roads, footpaths and cul-de-sacs. There are a number of corner buildings located along this road, with large windows on either side. The plot sizes along this road are reasonably small with the building density reasonably high due to the presence of a large number of small/medium terraced buildings. The buildings have a very strong relationship with the street due to their large windows and active frontages. Warwick Road contains a number of different architectural styles which give the road character.

Buildings

Warwick Road is generally characterised by a mixture of building styles, both old and new. However, the 1960s/70s style predominates. The buildings are generally two storeys high, characterised by ground floor retail use and first floor office use. There are, in some places, one, three and four storey buildings.

Mainly 60/70s but some of the buildings were built a longer time ago. For example, both the King's Arms and Castle Hotel (now a Zizzi) and The Lion pub near the top of the road were built in the early 19th century.

Size, scale: The buildings along the northern half of this road are similar in size and scale. They are around 6m in height with reasonably shallow roofs.

Pedestrian Experience

The experience for pedestrians using Warwick Road is impacted upon by high volumes of vehicle traffic and narrow pavements in a number of locations. The poor quality of the public realm and lack of street trees also reduces the pedestrian experience.



Warwick Road - North East Elevation



Warwick Road - South West Elevation

Summary

- Predominantly residential development to the southern end of Warwick road
- Predominantly retail development located towards the northern end of the street
- Contains a mix of the architectural styles and ages
- Predominantly 2 storey buildings and some 3 and 4 storey buildings
- Properties generally form a continuous built edge along the street
- Buildings have an intimate relationship with the street

Building Blocks



Building block layouts along Warwick Road

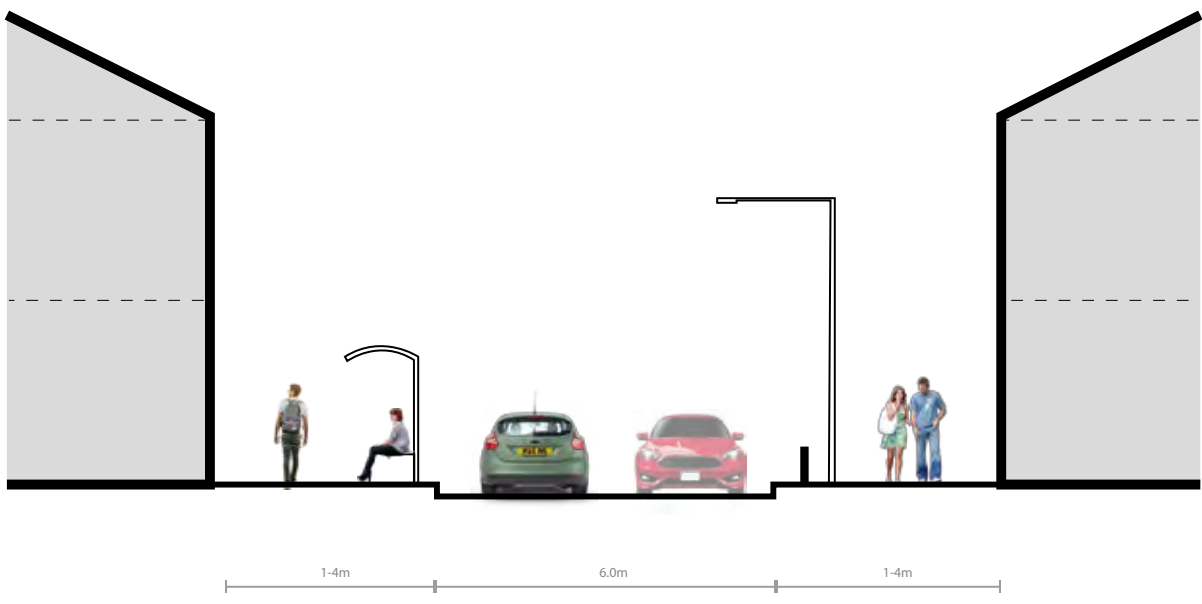
Building Plots



Building block plot layouts along Warwick Road

Summary

- Variety of plot sizes as a result of different building uses
- Variety of block sizes reflecting modern architectural interventions and recent change
- Mixture of building styles create interest and variety
- Buildings form a strong built edge and create a strong sense of enclosure
- Talisman Square which is the main pedestrian precinct in Kenilworth is accessed off Warwick Road.



Typical section through Warwick Road

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Abbey Hill

Streetscene

Overview

Abbey Hill is a residential road located to the north of the town centre. It contains large detached and semi-detached Georgian and Edwardian townhouses. Buildings are predominantly red brick or render. A noticeable difference between Abbey Hill and the other streets that have been assessed is that there is development on the southern side of the street only. Abbey Fields occupies the land on the northern side of the street. The properties on the south side of the street therefore have expansive open views across Abbey Fields.



Characteristics include:



3 and 4 storey properties facing onto Abbey Hill



Detached cottage along Abbey Hill



Timber post and rail fencing boundary treatment along Abbey Hill adjacent to Abbey Fields



On-street and on-plot parking along Abbey Hill



Architectural detailing helping to give the street a sense of character



Large building plot with distinctive architecture helping to define the junction to Abbey Hill and create a sense of arrival.

Streets and Spaces

Abbey Hill is a straight street approximately 6.0m wide with 1.8 and 2.0m pavements on either side of the street. On-street parking also exists which serves to narrow the overall width of the carriageway. The street is defined by 2, 3 and 4 storey imposing residential properties which face directly onto the street. Whilst some of the properties are set back from the street, others face directly onto the pavement. This gives the street an interesting character. Whilst some parking is provided on-street the majority of properties also have on-plot parking.

Urban Blocks

It is difficult to determine urban blocks due to the detached and semi-detached nature of the properties. Building plots are however large compared to other streets and this reflects the prominent location of the properties overlooking Abbey Fields. Whilst there are some terraced townhouses towards the eastern end of the street as Abbey Hill approaches its junction with Priory Road there are generally gaps between the buildings. Nevertheless the properties do to some extent create a solid built edge.

Buildings

The majority of the buildings are Georgian, Victorian and Edwardian detached and semi-detached townhouses. A mixture of red brick, white and cream stucco is used for main buildings materials. Front gardens are often small, with low brick or stone walls. This allows the properties to maintain good views over Abbey fields.

Views

There are good open views between mature avenue and parkland trees of Abbey Fields all along Abbey Hill due to the lack of any development on the northern side of the route. Consequently there are also good views of the properties along Abbey Hill from northern and eastern Kenilworth.

Ambience

Abbey Hill is generally a quiet residential street. Vehicles regularly use the street but the close proximity of Abbey Fields, its parkland character and mature trees helps to create a calm ambience.

Pedestrian Experience

The experience for pedestrians using Abbey Hill is positive. Abbey Fields to the northern boundary gives the street a unique parkland feel and with expansive views available. Moderate traffic levels can however occasionally detract from this experience. The mix of architectural styles also provides interest along the street.



Abbey Hill - South Elevation



Abbey Hill - North Elevation

Summary

- Some uniformity amongst the buildings despite a number of different architectural styles
- Generally large period townhouses line the street
- Properties overlook the street and Abbey Fields which is opposite
- Good relationship between the properties and the street, with all buildings having habitable rooms that face directly onto the street
- Majority of properties are large detached and semi-detached houses.
- Vehicles accessing on-street parking often impede vehicles travelling east to west
- Forms part of the Kenilworth Conservation Area

Building Blocks



Building block layouts along Abbey Hill

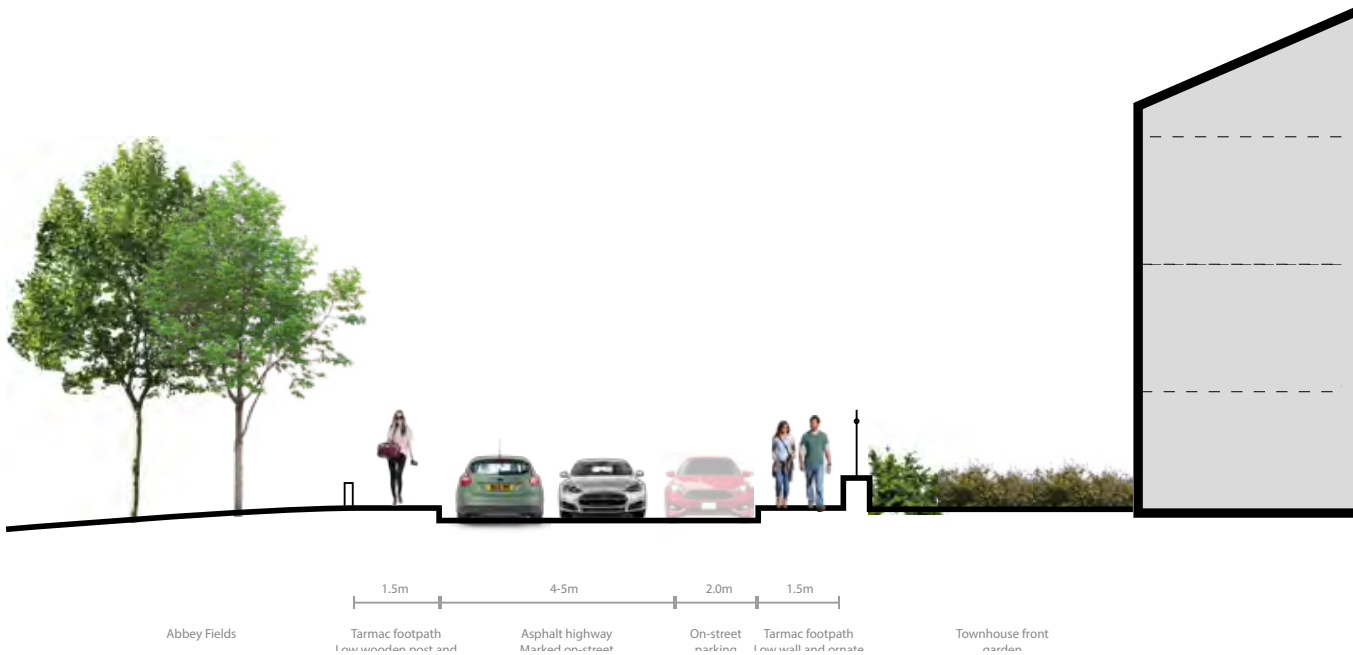
Building Plots



Building plot layouts along Abbey Hill

Summary

- Some large building blocks due to presence of terraces and large semi-detached properties
- Buildings form a continuous built edge on the southern side of the street
- Mature parkland trees on the northern side of the street counter balance the properties on the southern side of the street
- Buildings generally have an intimate relationship with the street and parkland beyond.
- Variety of boundary treatments including walls and hedges



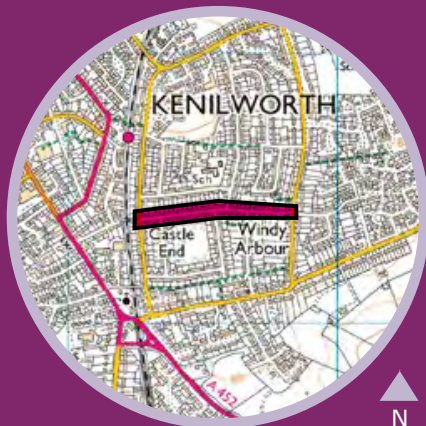
Typical section through Abbey Hill

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Thornby Avenue

Streetscene

Thornby Avenue is a residential street running from west to east starting its junction with Farmer Ward Road in the west to its junction with Windy Arbour in the east. The avenue contains a range of architectural styles including buff and red brick bungalows, red and brown brick semi-detached two storey properties and larger detached and semi-detached 2 storey properties at the eastern end of the street. Thornby Avenue contains a high proportion of bungalows, particularly on southern side of the street. Whilst the street doesn't continue westwards across Farmer Ward Road as a result of the railway line truncating the street a pedestrian and cycle crossing provides a continuation of east –west connectivity across the railway line for non-motorised traffic.



Characteristics include:



Grass verges are a consistent feature along Thornby Avenue



Arrival at Thornby Avenue from the footbridge crossing



Low brick walls are a typical boundary along Thornby Avenue



Street trees and grass verges are a dominant feature along the street



On-plot parking beside semi-detached properties



Mix of detached and semi-detached properties

Streets and Spaces

Thornby Avenue is a straight asphalt-surfaced road. The road is approximately 6.2m wide with grass verges and pavements on each side of the street. Properties are set back from the street and front gardens are separated from the pavements by low brick walls. On plot parking is a dominant feature of the avenue. Street trees are present in the grass verges, however the age, size and distribution of the trees vary considerably along the length of the avenue. The avenue has an open character due to the lack of street trees, high proportion of single storey buildings, high proportion of detached properties and presence of generous front gardens.

Urban Blocks

It is difficult to determine any urban blocks along Thornby Avenue due to the detached and semi-detached nature of the properties. Buildings however have generous plot sizes, with properties having both front and back garden as well as on plot parking. Plot sizes tend to be very uniform along the street, and the set back from the carriageway largely constant along the length of the avenue. The majority of buildings face onto the street which provides good natural surveillance.

Buildings

There is little variety in the age of buildings, type of materials used and architectural detailing although the sizes and proportion of some features such as doors and windows does change from building to building. Architectural quality is not a key feature of the street. Housing density is typically less than 35 units per hectare.

Views

Thornby Avenue has a kink in the road as its junction with Arden Road, which prevents a continuous unbroken view down the entire street. There are otherwise good views east-west along the avenue. There are also views north and south from the avenue where side roads join the street and create an opening amongst the housing. Existing properties largely prevent views out of the street. There are few local landmarks within the area that assist with legibility or way finding.

Ambience

Whilst the road connects two other local north-south routes ie. Windy Arbour and Farmer Ward Road, it is generally a quiet residential street with little through traffic. As a result traffic noise does not negatively impact on the ambience of the street.

Pedestrian Experience

The experience for pedestrian is generally positive. Some street trees provide interest and bring a green element to the street scene. During the day the street is largely devoid of parked cars. The street is not heavily trafficked and vehicle noise is not problematic. Pavements are also reasonably generous. The lack of human activity and architectural interest is likely to have a negative impact on the pedestrian experience however.



Thornby Avenue - North Elevation



Thornby Avenue - West Elevation

Summary

- Range of architectural styles despite similar ages of buildings.
- Housing set back from the street creating an open character.
- On-plot parking is a dominant feature of the street.
- Large proportion of the properties are bungalows.

Building Blocks



Building block layouts along Thornby Avenue

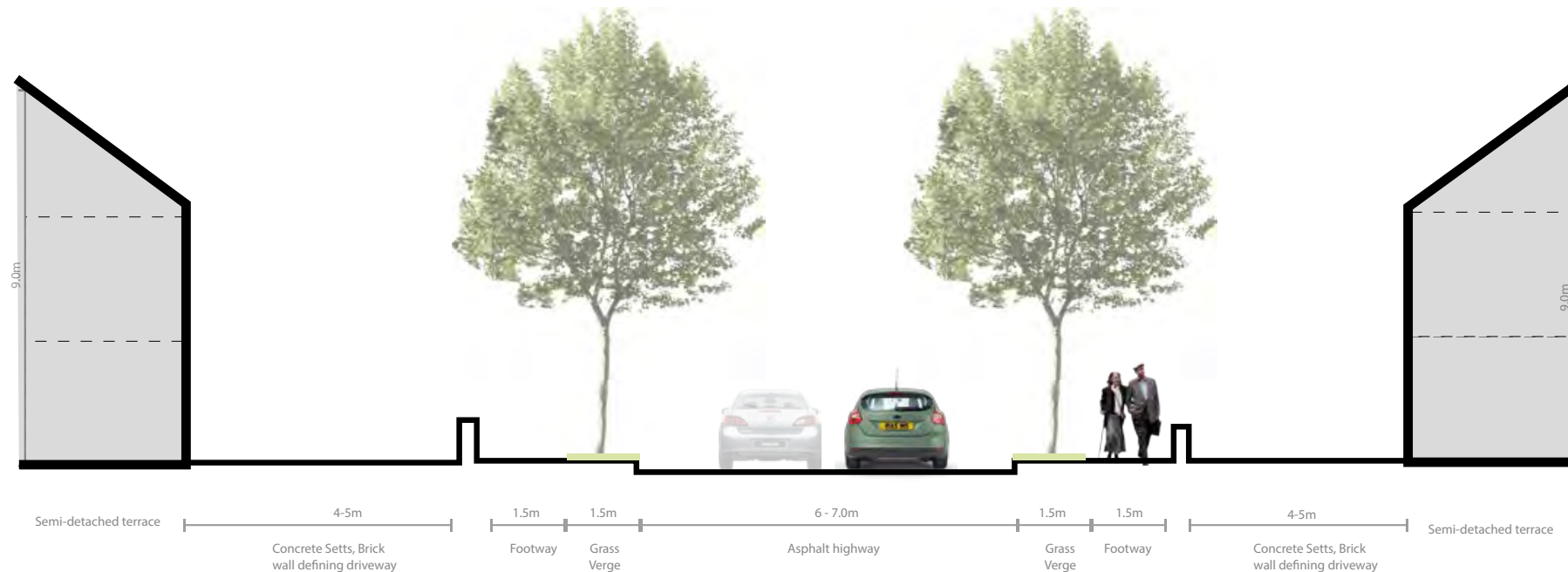
Building Plots



Building plot layouts along Thornby Avenue

Summary

- Plot sizes tend to be very uniform.
- Position of building within the plot is also uniform as is the set back from the street. This reduces variety and interest.
- Boundary treatments are not a dominant feature along the street.
- Density is typically below 35 units per hectare which is considered low by modern standards.
- Majority of properties have on-plot parking.



Typical section through Thornby Avenue

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Windy Arbour

Streetscene

Windy Arbour runs from its junction with Glasshouse Lane in the south to its junction with Leyes Lane in the north and it is just over 1km long. The street contains a range of architectural styles and as such its character changes along the length of the street. Edwardian and Victorian terraced cottages provide a distinctive character along the first part of the route in the south. Large detached properties set far back from the carriageway dominate the central section of the street. Smaller detached properties and bungalows along the northern section create a different character altogether. Mature trees, hedgerows and garden vegetation are also a distinctive feature of the street and create a strong suburban character.



Characteristics include:



Large front garden plots often fronting onto the road



Buildings set back considerably from the carriageway



Buildings often concealed by trees and vegetation along the western boundary



Generous front garden plots



Few areas of terrace plots forming a continuous built edge



Variety of house types and render creating interest along the street

Streets and Spaces

Windy Arbour is part of a key north-south route in east Kenilworth that connects residential areas in the south to the northern parts of Kenilworth. It runs past Kenilworth High School before becoming Park Hill Road at its junction with Leyes Lane. It is a relatively straight asphalt surfaced road although curves slightly after its junction with Newfield Avenue and its junction with Brooke Road. This road is approximately 5.5m in width with 1.8m wide pavements on each side of the carriageway. Whilst there is a section of terraced period properties at the southern end of the road, Windy Arbour is characterised by large detached residential properties which are set far back from the carriageway. Front gardens are often over 20m long and properties are set within a strong woodland framework.

Urban Blocks

Whilst it is difficult to determine urban block for the majority of the streets due to the detached nature of the properties, the block size of the Victorian and Edwardian terraces at the southern end of the street is approximately 90m. Other than these period terraces, buildings typically have large plot sizes with very large front and rear gardens. Housing density is often as low as 10 units per hectare along the middle section of the street. Whilst the majority of buildings front onto the street the intervisibility between houses and street is low. This is in part due to the distance buildings are located from the street as well as the presence of mature vegetation and trees within front gardens. Buildings vary considerably in terms of architectural style, however mature trees and vegetation provide strong identity and sense of place.

Buildings

The ages of the properties varies considerably along the street with the older buildings typically located at the southern end of the road and more modern buildings being located at the northern end of Windy Arbour. The central section is dominated by the post war detached properties as well as late 20th Century properties. A mixture of red and buff brick and render are dominant building materials. The majority of properties are 2 storey buildings with habitats attic space.

Views

Windy Arbour is a relatively narrow road enclosed by mature trees and garden vegetation. Long distant views along the road are limited due to the kinks in the road. Views along the street are largely dominated by front gardens which provide a suburban character.

Ambience

Windy Arbour is generally a quiet residential street. There is however some vehicle traffic as Windy Arbour is a main route connecting residential areas in the south to areas in the north and vice versa. It also serves as one of the main routes to Kenilworth High School so used by parents dropping off and picking up children from school.

Pedestrian Experience

The experience for pedestrians walking along Windy Arbour is generally positive. Outside of the morning and afternoon traffic peaks, Windy Arbour is generally a quiet street dominated by mature trees and garden vegetation which creates a pleasant green environment.



Windy Arbour - East Elevation



Windy Arbour - West Elevation

Summary

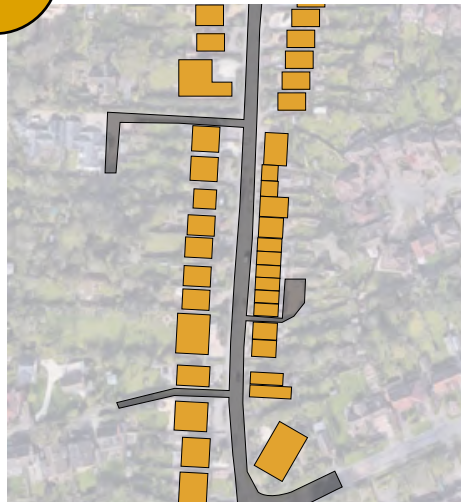
- Limited uniformity due to variety of architectural styles.
- Street dominated by large detached properties set back from the street.
- Character and sense of place created largely by garden vegetation and mature trees which line the route
- Buildings include Victorian and Edwardian terraces, post war buildings and late 20thC housing.

Building Blocks



Building block layouts along Windy Arbour

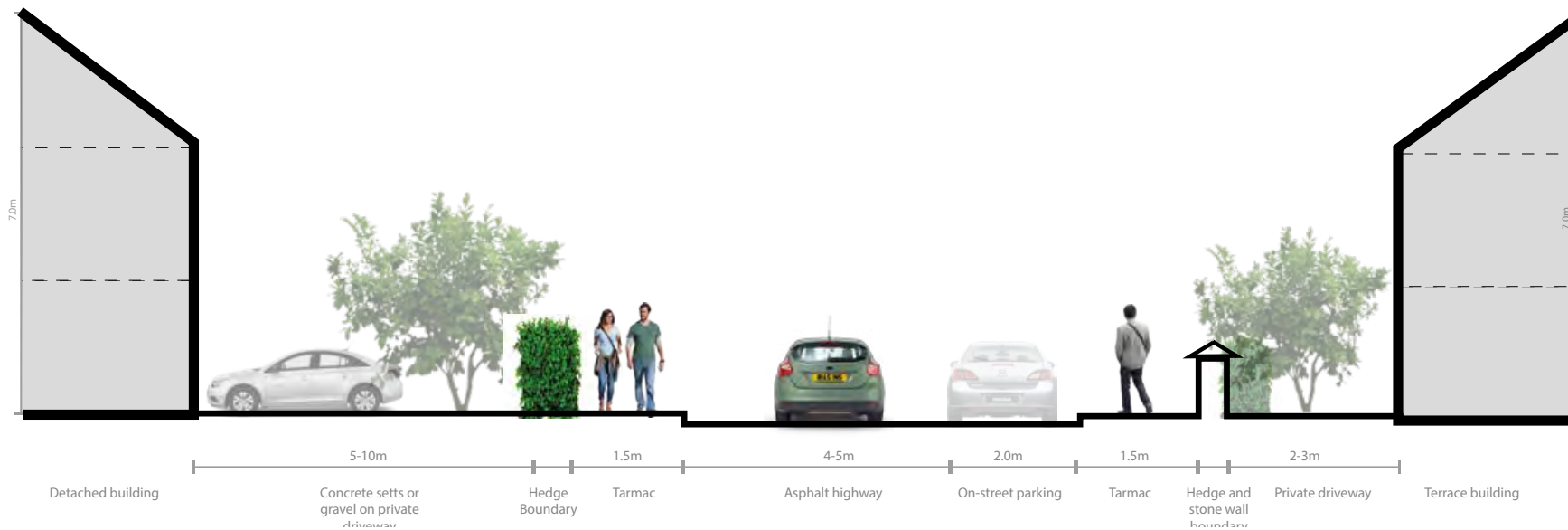
Building Plots



Building plot layouts along Windy Arbour

Summary

- Buildings typically have large plot sizes as a result of building size as well as large front and back gardens.
- Large block size to the southern end of the street created by the existing terrace.
- Variety of boundary treatments but formal and informal hedgerows dominate.
- Parking is predominately on-plot parking off large drives which sweep in front of properties.
- Housing density is low often between 10-15 units per hectare.



Typical section through Windy Arbour

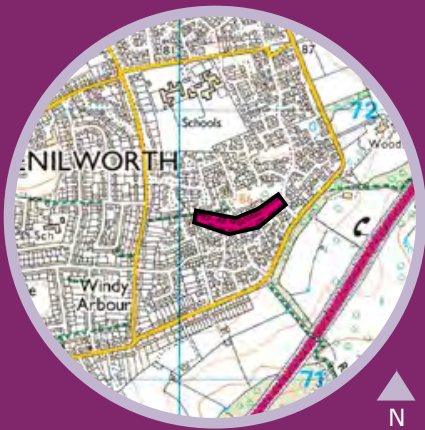
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Mayfield Drive

Streetscene

Overview

Mayfield Drive is a cul-de-sac, which runs from its junction with Dencer Driver westwards. The street contains a range of modern house types and styles, including mock-Tudor and mock-Arts and Craft properties. The majority of the properties are detached houses constructed from buff and red brick. Properties are generally set back from the road with large front gardens and on-plot parking. As a result, the density of the housing is low. Mature trees and garden vegetation are a distinctive feature of the street and help to create a strong suburban character.



Characteristics include:



Generous gardens with planting provide a semi-rural character



On-plot parking is a dominant feature along the street



Mix of planting along the street helping to integrate the buildings and provide variety and interest



Street also contains areas of green open space adjacent to the carriageway



Few boundaries along the street, limited to low brick walls and planting providing an open feel to the streetscape.



Building set backs and orientation varies along the street

Streets and Spaces

Mayfield Drive is part of a modern, late 20th century housing development, which lies to the north and west of the Development Brief Site. The housing is laid out as a series of cul-de-sacs and is very typical of low density late 20th century housing. Mayfield Drive is one of the main routes off which a number of smaller streets run. The road is approximately 5.5 m wide with 1.8 m wide pavements on either side of the carriageway. Mayfield Drive is characterised by detached residential properties, which are set back from the carriageway.

Urban Blocks

It is difficult to determine urban block size, since the majority of the properties are detached houses. The houses are typically arranged in small clusters of between 10 and 20 houses. Housing density is low at approximately 20 units per hectare. The majority of the buildings front onto the street, although a number of buildings present their gable ends to the street. Large front gardens and mature vegetation reduces the inter-visibility between the houses and the street.

Buildings

The ages of the properties is consistent along the street since the housing all forms part of the same development. A mixture of different house types creates some variation and interest, and consistency in building materials helps to create a sense of identity. The majority of buildings are two storey properties and boundary treatments are mainly brick walls and ornamental planting or formal hedging.

Views

Mayfield Drive is a relatively narrow winding residential road, partially enclosed by mature garden vegetation and small trees. As a result views tend to be short distance and dominated by front garden vegetation, and garden boundary treatments.

Ambience

Mayfield Drive is a generally a quiet residential street. There is no through traffic since the street forms part of a cul-de-sac. It is, therefore, used solely by the residents of Mayfield Drive or residents on adjacent streets, which connect to it. Hence vehicular traffic is low.

Pedestrian Experience

The experience for pedestrians walking along Mayfield Drive is generally positive. Mayfield Drive is a quiet street, dominated by the trees and garden vegetation, which creates a pleasant environment for pedestrians.



Mayfield Drive - South Elevation



Mayfield Drive - North Elevation

Summary

- Variety of architectural styles including mock Tudor buildings.
- Street dominated by large detached properties.
- Strong sense of place created by consistent building materials and house size.
- Garden vegetation helps create a suburban character.

Building Blocks



Building block layouts along Mayfield Drive

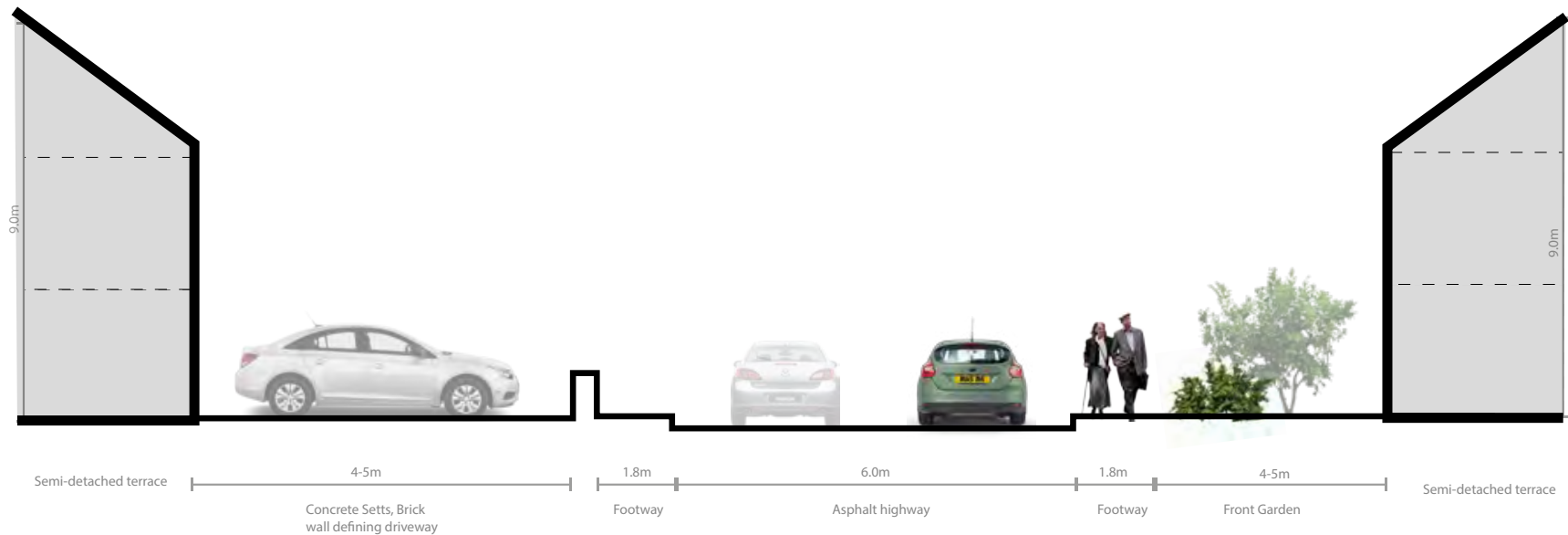
Building Plots



Building plot layouts along Mayfield Drive

Summary

- Buildings typically have large plot sizes.
- Variety of boundary treatments, with hedges and brick walls being dominant.
- Parking is predominantly on-plot, on large drives; most properties have garages.
- Housing density is typically 20 units per hectare.



Typical section through Mayfield Drive

Summary of Neighbourhood Level Analysis

- Streets often contain a variety of architectural styles reflecting Kenilworth's rich historical past and the different stages of building development.
- Red brick and render are the dominant building materials and these provide overall consistency and create a strong sense of identity.
- Buildings typically front onto the street maintaining a strong relationship with the street as well as providing natural surveillance. Building set back often varies which creates interest.
- Within central areas of Kenilworth the buildings often form a continuous built edge with large building blocks. Building plots vary in size reflecting different styles and ages of buildings. This creates places with character and interest.
- The majority of streets have on-street parking although in more suburban areas on-plot parking is a dominant feature of the street scene.
- In more peripheral areas of the town detached and semi-detached properties tend to dominate the housing. In these areas housing density decreases dramatically.
- Street trees often help create character and sense of place, helping to unify streets that contains buildings with different architectural styles.
- Boundary treatments vary although sandstone walls and red brick walls are a dominant boundary treatment in more central areas whereas hedges and timber fences dominate more peripheral parts of the town.



Fieldgate Lane



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