

# Neighbourhood Level Analysis

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# Neighbourhood Level Analysis:

## Introduction

13 streets were selected for inclusion within the neighbourhood analysis section of the report. Selection was based on the following criteria:

- The streets and associated housing should be of a similar housing density to the housing proposed for the Development Brief Site;
- The streets should reflect some of the intrinsic qualities that make Kenilworth unique and different from surrounding settlements; These include:
  - Architectural styles and detailing
  - Building layout
  - Street pattern and street geometry
  - Use of local materials/vernacular
- The streets should reflect different functions, i.e. some are purely residential streets whilst others such as the High Street act as local centres; and
- The streets have different roles as part of Kenilworth transport infrastructure, i.e. some are primary routes such as Warwick Road, whereas others are secondary routes such as Station Road or Abbey Hill.

This part of the report contains analysis of historic street typologies that are already present within Kenilworth.

We have identified key characteristics and considered the following principles of urban design:

- Streets and Spaces: pattern, width, street hierarchy, parking, paving materials, sense of arrival, means of enclosure, landscape features and street trees, integration with surrounding areas, and sense of identity;
- Urban blocks: size, block definition, building plots, density, relationship of buildings to spaces/streets, relationships of buildings to other buildings and boundary treatments;
- Buildings: uniformity, age, size and scale, materials, windows, doors, decoration, condition and use;
- Views; and
- Ambience.

## Purpose of the Analysis

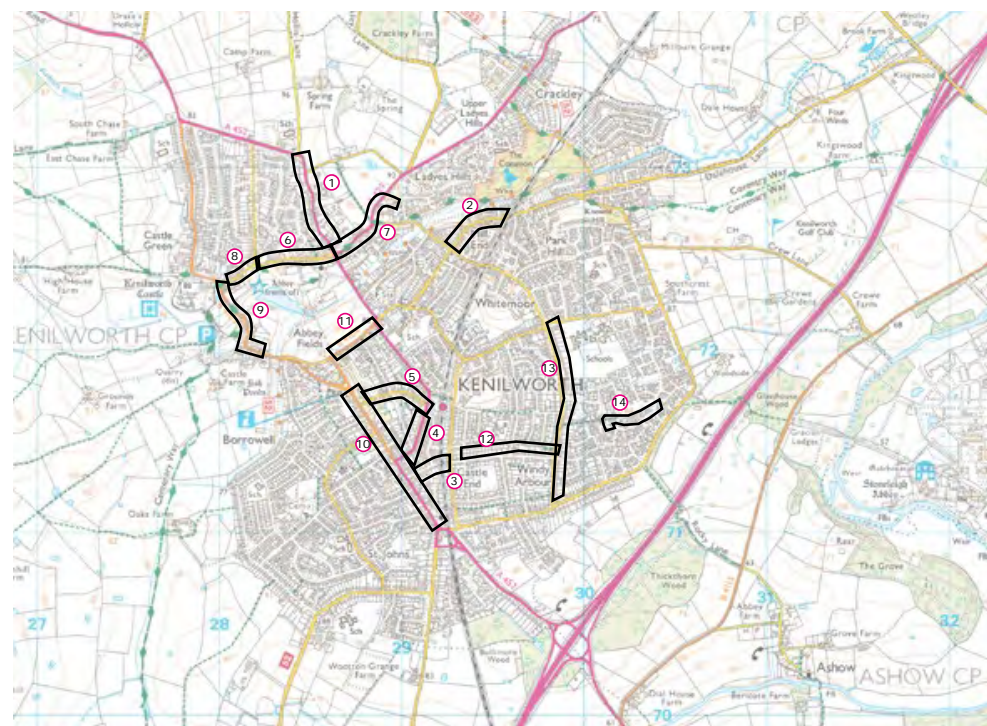
This analysis will become the foundation of the design principles for different street typologies within Part four of this report ensuring that the historic character of Kenilworth is embedded within all future development, moving forward.

## Location of Streets

We have used historic maps from 1886 and 1906 to select streets for urban characterisation analysis.

These streets include:

1. Fieldgate Lane;
2. Stoneleigh Road / Mill End;
3. Clarendon Road;
4. Waverley Road;
5. Station Road;
6. High Street;
7. New Street;
8. Castle Hill;
9. Castle Road;
10. Warwick Road;
11. Abbey Hill;
12. Thornby Avenue;
13. Windy Arbour; and
14. Mayfield Drive.



In the the following sections, plans are representative of the street scene, but do not show all aspects of street geometry or all features along the street.





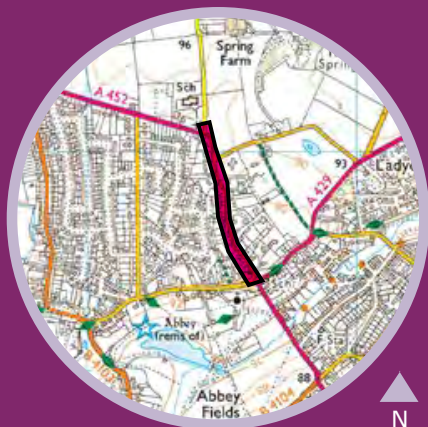
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## Fieldgate Lane

Streetscene

### Overview

Fieldgate Lane is a residential road located north of the Town Centre. It contains predominantly large semi-detached houses in a variety of architectural styles from 19th century cottages through to detached thatched-roofed houses and 1970s bungalows. Buildings are predominantly red brick or white render with large front and back gardens.





## Characteristics include:



On-street parking and one way system along Fieldgate Lane



Large building plots are often set back from the carriageway along Fieldgate Lane



Terraces fronting onto the street provide natural surveillance



Front gardens provide a strong rural character and sense of identity



Intervisibility between the road and the buildings creating a strong relationship with the street



Ornamentation on buildings is prominent which contributes to the character of the street

## Streets and Spaces

Fieldgate Lane is a reasonably straight asphalt surfaced road, although curves slightly at the junction of Fancott Drive and just to the south of the Upper Spring Lane junction. It is relatively narrow. The main portion of the road between Fieldgate Lawn and Upper Spring Lane is 8m wide with 2m and 1.5m wide pavements on the west and east side respectively. Most properties have off-street parking, with on-street parking provided on western side of the street. Fieldgate Lane forms part of the A452 and is a key road providing a link from the town centre to Birmingham Road to the north-west (see figure 4 on page 11). A one-way restriction prevents traffic travelling southbound thereby maintaining a relatively quiet feel to the street. From the south, a row of terraced cottages creates a strong sense of natural surveillance. This is diminished by a section of inactive frontage from housing running perpendicular to the street. The street is defined predominantly by two storey detached houses with gaps of at least two metres. The average building height is 8-10m, which combined with hard and soft boundary features creates a pleasant sense of enclosure.

Housing to the east is set back from the street with generous front gardens. There are no trees located along the street. The road has a strong sense of identity afforded by active frontage from front gardens, greenery, and reasonably consistent dwelling size.

## Urban Blocks

It is difficult to determine any urban blocks on the east side of the street due to the detached nature of the properties. Buildings to the east have large plot sizes with particularly large back and front gardens located on both sides of the road. With the exception of higher density terrace housing to the west, the majority of housing is of a low density. Buildings have generous setbacks with large front gardens. There is intervisibility between the street and the majority of houses which creates a strong relationship with the street. Buildings vary in architectural style however housing relates well in terms of scale, size and layout. Boundary treatments include a variety of hedgerow, shrubs, stone walls and wooden fencing.

## Buildings

A number of houses are post-1950s, however there are a number of older dwellings, which include Fieldgate Lodge and late 19th century/early 20th terrace cottages to the west. The majority of buildings along this road are large and two storeys in height. A mixture of red brick, white render, stone, thatch and slate is used within the building materials palette. A variety of ornamentation is present including wooden beam effect, neo-gothic style pointed gables, decorative trimming to thatched roofs. A variety of window types is present including canted casement bay windows and standard casement windows, single and double hung windows. The majority of houses have single stepped entrance with gabled porch.

## Views

Fieldgate Lane is reasonably narrow and gently slopes upwards to the north. Clear views up Fieldgate Lane from the High Street are limited due to a bend in road north of Fancott Drive. The height of roofs vary slightly between houses but are nonetheless reasonably consistent creating a readable roofscape. Looking down the street, extensive greenery, large front gardens give Fieldgate Lane a strong suburban character.

## Ambience

Fieldgate Lane is generally a quiet residential street. Cars regularly travel north up the street from the town centre, however, the one way restriction mean noise levels are remain relatively low. Extensive greenery helps to create a calm ambience.



Fieldgate Lane - East Elevation



Fieldgate Lane - West Elevation

## Pedestrian Experience

The experience for pedestrians walking along Fieldgate Lane is generally positive. Despite being part of the A452 Fieldgate Lane is generally a quiet street dominated by garden vegetation and as such the trees and shrubs create a pleasant green environment.

## Summary

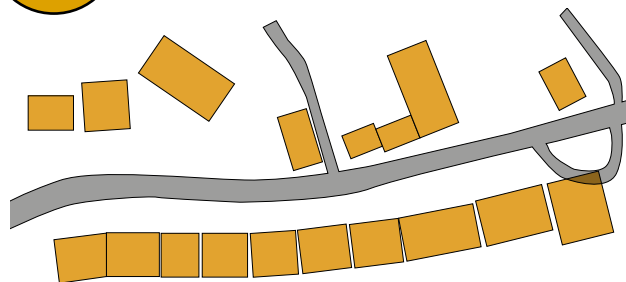
- The one way system in place reduces the volume of vehicular traffic
- Limited uniformity and diverse architectural styles
- Styles include cottages, thatched roof houses and bungalows
- Majority detached houses all similar in size with front gardens prominent on both sides of the road creating strong sense of identity
- Housing relates well in terms of scale, size and layout
- Strong presence of ornamental detailing contributes to street character
- Forms part of the Kenilworth Conservation Area

## Building Blocks



Building block layout along Fieldgate Lane

## Building Plots



Building plot layouts along Fieldgate Lane

## Summary

- Buildings on the north side of the street have large plot sizes
- Buildings on the south side are terraced cottages with small plot sizes
- Large block sizes to the west side of the street only. This is created by the existing terrace
- On-street parking is on one side of the street only and as such does not dominate the street scene
- Buildings on the south side of the street have an intimate relationship with each other as well as the street
- Variety of boundary treatments including low sandstone walls, formal and informal hedging and timber fencing. Stone walls are however the dominant boundary treatment for this street.



Typical section through Fieldgate Lane



# 2

## Stoneleigh Road and Mill End

### Streetscene

#### Overview

Stoneleigh Road and Mill End are residential streets located in the north of the town to the west of the railway. The two roads merge into one and other and form part of an historic route between the town centre and the north-eastern areas of the town, as well Stoneleigh located approximately 4km to the east.

Stoneleigh Road has an urban character comprised of 20th century family sized terraced houses, as well as a small number of workers cottages. Mill End is more varied in character comprising of 20th century terraced housing, semi-detached 1950s/60s family homes and a number of 1970s bungalows. Commercial premises on these roads include a car mechanics and three pubs.





## Characteristics include:



On-street parking impeding cycle movement



Consistent use of red brick as a building material providing identity to Stoneleigh Road



Red brick walling with blue brick coping along Stoneleigh Road



Varying building uses along Mill End



On-plot car parking visually detracts from the street scene



Greenery is limited to planting within front gardens

## Streets and Spaces

Stoneleigh Road and Mill End are relatively straight asphalt-surfaced roads. Stoneleigh Road is reasonably wide at 8 metres with a generous pavement on north and south sides of the road respectively. Mill End is slightly narrower at 6.5m with a narrow 1.75m wide pavement to the north. There is on-street parking on both sides of the road. Mill End also has off-street parking on private driveways. The downward slope of Stoneleigh Road provides views towards Kenilworth Common to the north. Stoneleigh Road has a strong sense of enclosure due to relatively narrow front gardens and small gaps between housing blocks, whereas Mill End has a reduced sense of enclosure owing to larger front gardens, driveways and larger gaps between buildings. There are no street trees except at the eastern extremity of Mill End and within the small amenity space at the junction of Forge Road. Limited greenery is provided within front gardens which is particularly prevalent on Mill End. Stoneleigh Road has a strong sense of identity due to coherency in architectural styles. The sense of identity on Mill End is more confused due to the wider range of architectural styles.

## Urban Blocks

Stoneleigh Road is comprised of terraced blocks, the largest of which is approximately 60m in length. Mill End has a mixture of different block sizes owing to its different housing typologies. On Stoneleigh Road the ends of two blocks are defined by pubs. Two corner houses are located at the northern end of Stoneleigh Road. Building plots are of a moderate size. Terraced houses and semi-detached houses tend to be narrow but with long back gardens whilst detached houses are wider with shallower back gardens. The density is moderate and reflective of the urban and suburban character of Stoneleigh Road and Mill End. On Stoneleigh Road, buildings have 2m wide set-backs from the road allowing for natural surveillance and a strong relationship with the street. On Mill End, set backs are greater due to the presence of driveways and larger front gardens. Terraced housing blocks relate strongly to one another in terms of style, scale and layout, as does housing on the north side of Mill End. Detached housing on Mill End relates poorly to other buildings due to differing size and architectural style. Boundary treatments are brick and stone walls, and also hedges.

## Buildings

Red brick building materials are prominent in this area with some buildings in white render. There is decorative painted stucco framing the doors and windows of many terraced houses. Double hung wooden sash canted bay windows and plastic casement windows are present on Stoneleigh Road. Windows on Mill End predominantly consists of plastic casement windows. Terraced houses on Stoneleigh Road have stepped entrances with some doors recessed to create covered porch areas. On the north side of Mill End, front doors tend to be at ground level with some doorways recessed with covered porches while others have protruding porch areas with shed roofs.

## Views

Stoneleigh Road slopes downhill to the north providing views to Kenilworth Common. Stoneleigh Road and the north side of Mill End have reasonably consistent rooflines. The south of Mill End has a more inconsistent roofline due to the detached nature of the housing with a greater variety of architectural styles.

## Ambience

Stoneleigh Road and Mill End have a reasonably strong sense of place. The commercial uses in the form of the pubs and mechanics provide active frontages. There is pedestrian and cycle activity in this area, particularly on Stoneleigh Road. There are significant amounts of vehicular traffic travelling down these roads, which can generate noise and create a hostile environment for pedestrians and cyclists.



Stoneleigh Road - North West Elevation



Stoneleigh Road - South East Elevation

## Pedestrian Experience

The experience for pedestrians walking along Stoneleigh Road and Mill End varies at different times of the day. At peak times, traffic can be noisy and intrusive. Also cars parked on the street detract from the street scene. During the day however the traffic reduces and parked cars occupy the street. This improves the pedestrian experience.

## Summary

- Strong sense of identity due to coherency in the architectural style
- Housing blocks relate strongly to one another in terms of style, scale and layout
- Housing density is moderate reflected in the urban and suburban character of Stoneleigh Road
- The slope of Stoneleigh Road provides views towards the Kenilworth Common
- Part of Stoneleigh Road is included within the Kenilworth Conservation Area

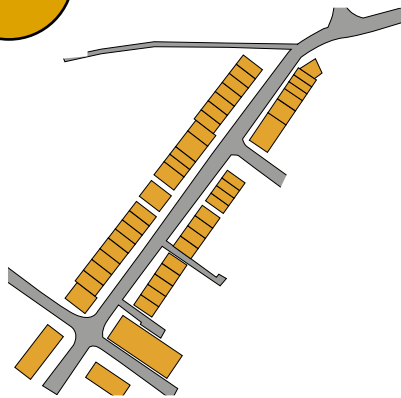


## Building Blocks



Building block layout along Stoneleigh Road

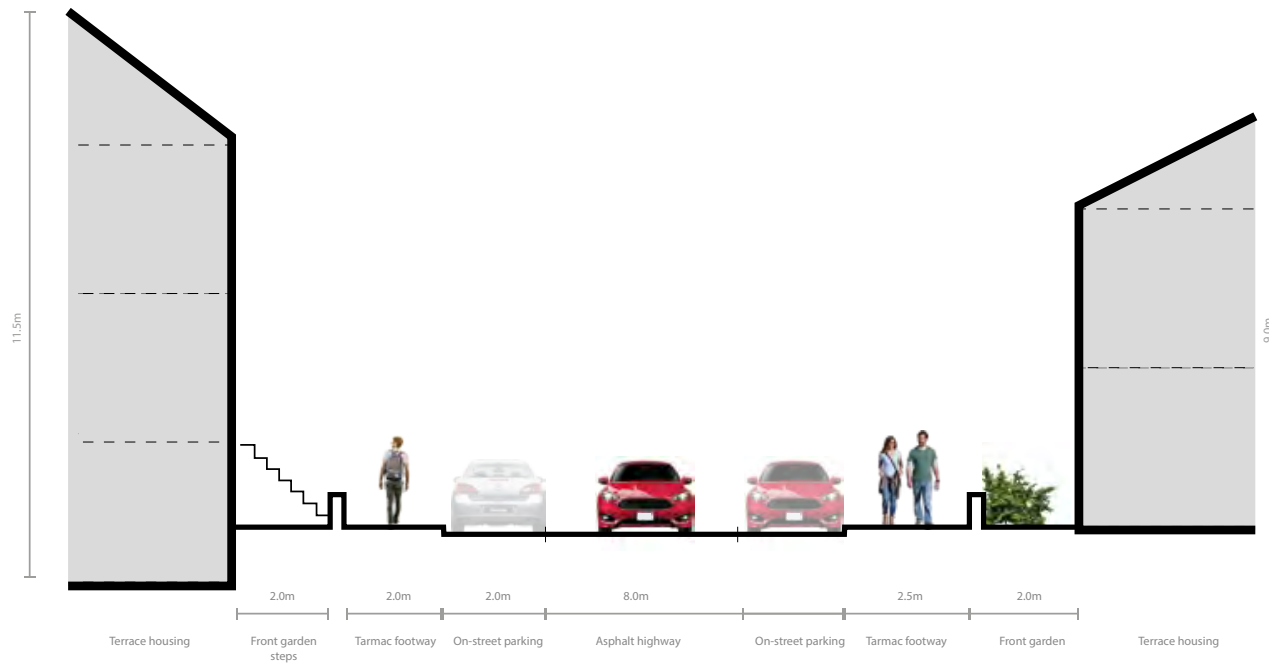
## Building Plots



Building plot layouts along Stoneleigh Road

## Summary

- Large block sizes created by terraced properties
- Intimate relationship between buildings and the street
- Good natural surveillance created by habitable rooms facing the street
- On-street parking contained within a generous carriageway
- Boundary treatments predominantly consist of low red brick walls often with brick copings. Original boundary treatments also have tile creasing.



Typical section through Stoneleigh Road

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## Clarendon Road

Streetscene

### Overview

Clarendon Road is a residential street located near the centre of Kenilworth, just off of Warwick Road towards the south of the town. It is an entirely residential road with architectural styles ranging from period townhouses to modern day developments. A cycle route is located at the end of the road, along the railway line. A bridge located at the end of the road also provides pedestrian access to the other side of the railway line.





## Characteristics include:



On-street parking is a dominant feature and visually detracts from the street scene



Georgian townhouses along the north side of Clarendon Road



Pedestrian access to the railway via a footbridge from Clarendon Road



Large front gardens to the north of the street create a sense of openness.



Modern day development along Clarendon Road, contrast to the opposing Georgian townhouses



Vegetation helps to integrate parking in the front gardens of townhouses

## Streets and Spaces

Clarendon Road is a reasonably straight, level asphalt-surfaced road. It is relatively narrow (5m in width) with 1-2m wide pavements. On-street parking is present on both sides of the road. However, the large gardens located at the front of the properties along the northern edge of the road create a sense of openness. It is a quiet road, used predominantly by those who live on it; it does not lead to a key destination. On arrival, there are two contrasting architectural styles. On the southern side of the street, there is some modern housing whilst on the northern side are Georgian townhouses with large front gardens/driveways. Gaps are present between the blocks of terraced/semi-detached housing and the detached houses on both sides of the road. The road does not have street trees. However, vegetation and trees in front gardens help define the streetscape. The architectural style of housing along this road integrates reasonably well with this part of Kenilworth, especially the period townhouses at its entrance, which can also be found along Warwick Road.

## Urban Blocks

The size of urban blocks along the street varies. Some are defined by detached houses whilst others are defined by rows of terraced housing. One corner building is located at the entrance to this street. Building plot sizes along the street range from small to large. Building density along this road ranges from low to medium due to the presence of very large plots to reasonably small terraced housing and townhouses. The houses along this street are not strongly related to the street due to the distinction between public and private space. Most of the houses have a front porch or garden.

## Buildings

There is little uniformity across the mixture of styles and house types, which range from detached, semi-detached and terraced, from period townhouses to modern day development. Nevertheless red brick forms the main building material and provides a unifying element in the streetscape. The period townhouses and detached 50s houses contain sash windows. The 60s detached housing located at the front of Glebe Crescent contain large, single panelled windows characteristic of the era. Doorways are standard, neither recessed or stepped. The houses along this street are generally well maintained, as well as their front porches/gardens.

## Views

Clarendon Road does not contain any focal points. Although the railway line is located at the end of the road, it is concealed by thick hedgerow and trees. There are clear views into the street from Warwick Road but not so clear views out of the street.

## Ambience

The street is reasonably quiet considering its location just off of Warwick Road. It does not lead anywhere so is used predominantly by residents living on it or accessing Glebe Crescent. Pedestrian activity is also minimal, despite the bridge at the end of the street which provides connectivity across the railway line.

## Pedestrian Experience

Clarendon Road is a quiet road as the railway line at the end of the street creates a barrier to vehicular movement, and as a result there is no through traffic. Garden vegetation and some attractive architecture create an overall positive pedestrian experience.



Clarendon Road North Elevation



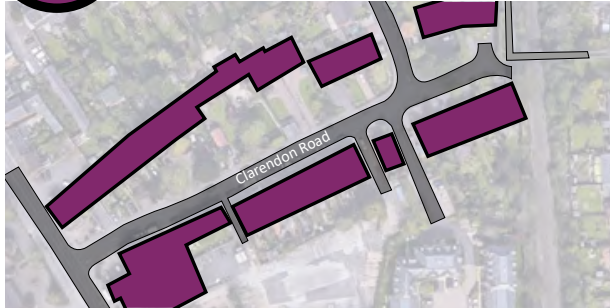
Clarendon Road South Elevation

## Summary

- Entirely residential road
- Varying architectural styles along this street
- Modern day housing on southern side of the street whilst on the northern side are period townhouses with large front gardens/driveways
- Little uniformity across the mixture of styles and house types
- Building plots sizes and block sizes varying along the street
- Forms part of the Kenilworth Conservation Area

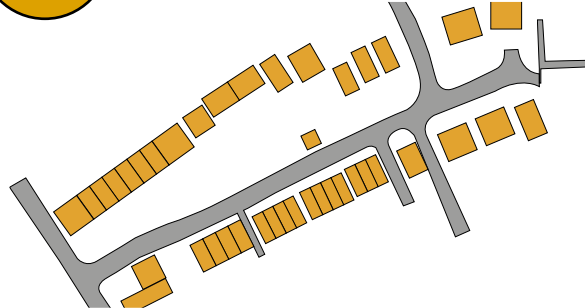


## Building Blocks



Building block layouts along Clarendon Road

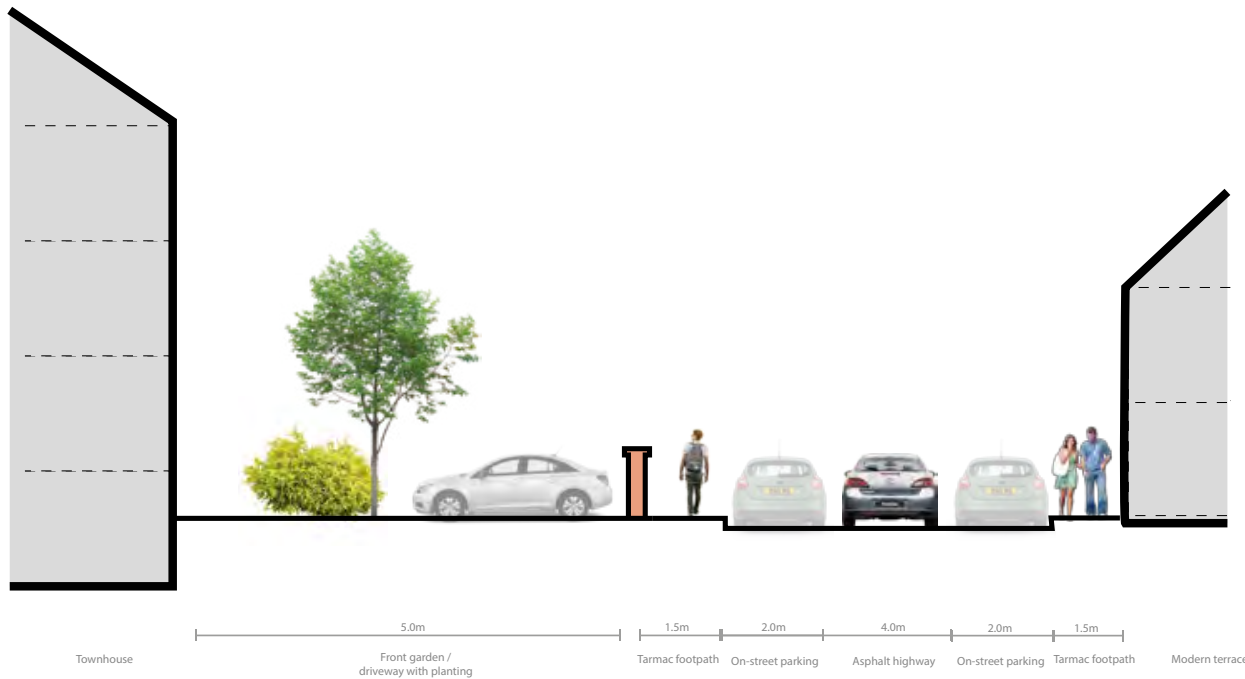
## Building Plots



Building plot layouts along Clarendon Road

## Summary

- Potential to form part of a strategic pedestrian/cycle route linking East Kenilworth to West Kenilworth across the railway line
- Narrow pavements and on-street parking limit the potential for a designated on-road cycle route
- Buildings on the south side of carriageway provide natural surveillance
- On-street parking is a dominant feature of the street
- Boundary treatments predominantly consist of low and high red brick walls. Occasionally no boundary treatments are present where buildings face directly onto the street.



Typical section through Clarendon Road

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## Waverley Road

Streetscene

### Overview

Waverley Road is a late 19th Century Edwardian residential street located to the west of the Coventry to Leamington Spa railway line and to the east of Warwick Road. It now forms the main route to the railway station. It was included within the Kenilworth Conservation Area in 2005.

It was built as Oakley Road in 1885, before being changed to Waverley by the local board in 1889. The name Waverley relates to the first of Sir Walter Scott's series of novels, Kenilworth. Properties along the street are two and three storey red brick terraced, semi-detached and detached houses. Slate roofs are common and proportions are generous.





## Characteristics include:



On-plot parking on Waverley Road



Consistent and uniform vernacular along Waverley Road



Integrated on-plot parking along Waverley Road



Street trees create a human scale environment



Mix of on-street and on-plot parking



Train station off Waverley Road

## Streets and Spaces

Waverley Road is straight asphalt-surfaced road with a slight bend at the junction with Bertie Road. The road feels moderately open, although parked cars along the eastern side of the road and tree cover reduces the feeling of openness along sections of the route. Pavement widths are generous.

The street is defined by a continuous line of built form. Gaps between the semi-detached properties are small and plugged by boundary treatment and garden vegetation. Brick boundary walls define the building plots although the interface with the street is generally open to allow easy access for on-plot car parking.

13 mature trees are clustered in the middle section of the route. Front garden vegetation is intermittent and limited to hedgerows and shrubs. The majority of front gardens have been hard landscaped to incorporate parking. The architectural style of housing integrates well with surrounding areas, especially the period houses along Station Road.

## Urban Blocks

Block size ranges across the different residential typologies along the street. The maximum length of terraced block is 54m (9 plots), and the minimum is 23m (3 plots). The size of a semi-detached block ranges from 15 - 19.5m. Detached blocks range from 13 - 19m.

There is variation within the size of building plots across the different residential types. Building plot widths are much narrower for terraced properties, at approx. 6.5m. Semi-detached building plot widths are more generous, ranging from 7.5 - 9m. Detached building plots range from 14 - 35m.

Building density is generally low to medium, dependant on the residential type. Buildings are set back from the street and separated by small front gardens.

## Buildings

There is a consistent and uniform vernacular across all the two to three storey housing typologies along the road, which dates from the late 19th Century/Edwardian period. Properties are red brick buildings with half-timbered detailing and timber barge boards and finials to the gable. Roofs have steep pitches and slate is a common material.

Bay, box and sash windows are a common feature of the building's façade, with wooden frames. Front doors are set back within an arched open porch.

## Views

A row of shops at the junction of Station Road and Priory Road forms a focal point looking to the north. The steeply pitched roofline and uniform gables provides a consistent roofscape which is characteristic of the Edwardian period.

## Ambience

The road forms a section of the A452 which links to the wider road network. Traffic noise negatively impacts the ambience along the road. All residential properties face onto the street, providing an active frontage.

## Pedestrian Experience

The experience for pedestrians is generally positive outside peak travel hours when traffic volumes are larger. Street trees improve the pedestrian experience.



Waverley Road - North Elevation



Waverley Road - South Elevation

## Summary

- Late 19th Century/Edwardian residential street
- The street is defined by a continuous line of built form
- Included within the Kenilworth Conservation Area
- Variation in sizes of building plots and block sizes

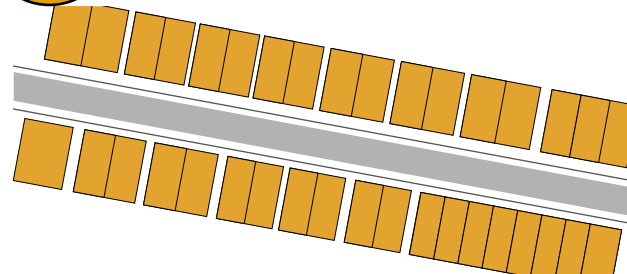


## Building Blocks



Building block layouts along Waverley Road

## Building Plots



Building plot layouts along Waverley Road

## Summary

- Medium building density
- Large block sizes created by terraced buildings
- Parking integrated into the street scene
- Street trees create a more human scale
- Buildings form a continuous built edge and sense of enclosure
- Original low brick walls form the dominant boundary treatment, although these have been removed in places to accommodate on-plot car parking



Typical section through Waverley Road

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## Station Road

Streetscene

### Overview

Station Road is a mid to late 19th Century residential street located to the west of the Coventry to Leamington Spa railway line and to the east of Warwick Road. It epitomises the expansion of Kenilworth at that time, southwards towards the rail station which runs along with Waverley Road, it was included within the Kenilworth Conservation Area in 2005. Properties along the street are a variety of housing typologies including detached two storey villas, Edwardian 3 storey semi-detached houses, cottage-style two storey terraces and a bungalow. The architectural style is varied with a rich variety of detailing, and slate roofs are common. Brick walls form the boundary between front gardens and the street. Front garden vegetation makes a positive contribution to the streetscape. The road is subject to one-way traffic enabling in-line parking along the southern side of the road. Pavements tend to be narrow.





## Characteristics include:



Low red brick walls with piers marking entrances to buildings along Station Road



Formal hedge along Station Road



Boundary walls define front gardens



Varied architectural styles along Station Road



On-street parking along Station Road does not dominate the street scene



Varying building set backs allowing for generous back gardens and tree planting

## Streets and Spaces

The road is asphalt surfaced and winding in nature. The width feels moderately enclosed due to the presence of overhanging vegetation within front gardens, narrow pavement widths and the presence of parked cars along the southern side of the street. The road is defined by a continuous line of built form. Pavements are defined by the boundary walls which delineate front gardens. Boundary walls also separate building plots. Gaps between properties are small and front garden vegetation is prominent, providing full enclosure. There are no street trees due to narrow pavement widths. There is open green space fronting the three storey development at the junction with Bertie Street. The architectural style of housing integrates well with surrounding areas, especially the historic development along the neighbouring Priory Road and Waverley Road.

## Urban Blocks

Block sizes range across the different residential types; semi-detached blocks range from 11 – 17.5m wide, the terraced block is 26m wide (3 plots) and detached blocks range from 9 – 13.5m wide. Two large blocks form bookends to the southern side of Station Road. There is variation in the size of building plots. Plot widths for terraced properties are approx. 7m. Semi-detached building plot widths vary widely from 5.5 – 17.5m due to the range of architectural styles. Detached plots vary from 10 – 14m. Building density is generally medium to low, dependant on the residential type. Most buildings have good size front gardens and generous rear gardens. Buildings are set back from the street and separated by well-maintained front gardens. Boundary walls, which are red brick with stone copings to piers, are common and demarcate the boundary between public and private space.

## Buildings

There is little uniformity across the entire street, but there are clusters of properties of similar age, scale and character. The main building materials are red brick with slate roofs. Buildings along the southern side have half-timbered detailing and timber barge boards and finials to the gable are common throughout. Bay, box and sash windows are a common feature of the building's façade. Front doors tend to be accessed via steps, which become numerous as you approach Bertie Road.

## Views

The enclosure of the built development channels views along the winding road. Approaching the junction with Bertie Road, the view widens and open views of small to large scale retail are available. Although the built scale varies, the steeply pitched roofline and uniform gables of the semi-detached properties provides a consistent roofscape.

## Ambience

Station Road is a direct route for pedestrians accessing the Town Centre. There is vehicular activity from shoppers exiting car parks serving nearby retail areas. All properties face onto the street, providing an active frontage.

## Pedestrian Experience

The experience for pedestrians walking along Station Road is generally positive due to the low levels of vehicular traffic, attractive architecture, strong sense of place and presence of garden vegetation.



Station Road - North Elevation



Station Road - South Elevation

## Summary

- Forms part of the Kenilworth Conservation Area
- Defined by a continuous line of built form
- No street trees due to narrow pavement widths
- Most buildings have good size front gardens and generous rear gardens
- Very little uniformity across the entire street
- The one-way system in place reduces the volume of vehicular traffic

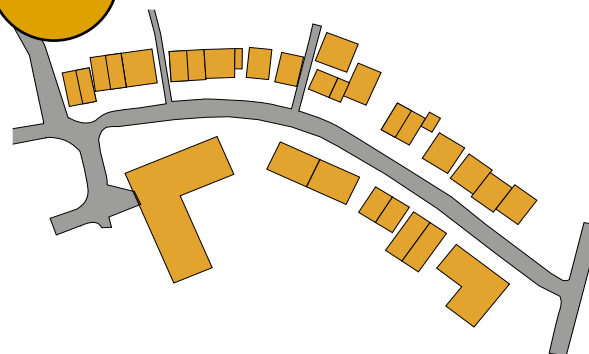


## Building Blocks



Building block layouts along Station Road

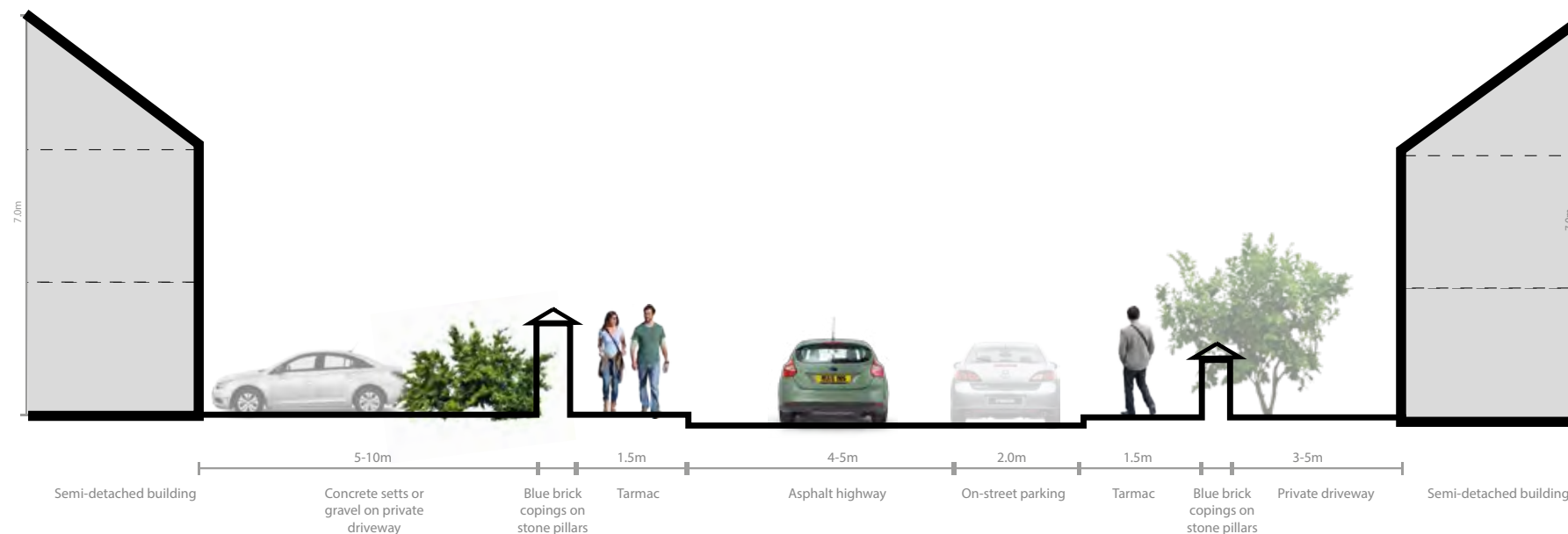
## Building Plots



Building plot layouts along Station Road

## Summary

- Buildings set back from the street
- Boundary walls define public/private space
- On-street parking is a constraint for cycling
- Pavements narrow and confined
- Terraced properties create a continuous built edge
- Consistent set back from the road. Buildings follow the line of the road
- Boundary treatments consist of low brick walls with piers marking entrances. Seem formal and informal hedging present.



Typical section through Station Road

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## High Street

Streetscene

### Overview

The High Street formed the road that linked the once important Kenilworth Castle to the settlement of Coventry. At its eastern end the High Street broadens out to form a generous street as it approaches the junction with New Street and Fieldgate Lane. This area was once used as a market, however it is currently occupied by parking and generous pavements.

On the northern side of the High Street there is almost a continuous built edge from its junction with Fieldgate Lane through to its junction with Malt House Lane. The architecture along this elevation is varied and reflects the differing ages of the buildings. The southern side of the High Street at this location is more broken and the numerous gaps between the buildings reflect points where Abbey Fields punctuate the building line. Nevertheless this section of the High Street maintains a good sense of enclosure as a result of the terraced town houses and cottages which line the street.





## Characteristics include:



Buildings form a continuous built edge along the street



Boulevard trees help create a sense of arrival and gateway into the High Street



Trees helping to integrate parking



Red brick is a common building material linking buildings and strengthening the sense of identity



Varied roofscape and plot sizes provide interest along the High Street



A high number of listed buildings contribute to the character of the street

## Streets and Spaces

The High Street contains a variety of buildings including 2 and 3 storey buildings as well as buildings of different ages. The street also climbs steadily from east to west before starting to fall again at its junction with Malthouse Lane. As a result of topography, varied building heights and architectural styles the roof scape is varied and interesting. Despite an eclectic mix of buildings the High Street retains a strong identity as a result of the red brick building material which is a common theme linking the buildings.

The horizontal alignment of the High Street changes from east to west as the road curves gently to the north. The width of the carriageway also varies along its length becoming narrower towards the central section of the street before widening out again prior to becoming Castle Hill. The eastern end of the High Street is tree lined and mature lime trees help to integrate parking as well as providing dappled shade. Towards the middle section of the High Street there are views out between the gaps in the buildings. These are of Abbey Field and Abbey Hill towards the south and St Nicholas Church in the foreground.

## Urban Blocks

The size of urban blocks on the northern side of the High Street varies along its length. It ranges from 80m, as defined by its junction with Fieldgate Lane and its junction with Monmouth Close, to 150m which represents the built edge from Monmouth Close to no 62 High Street. On the south side of the High Street the urban blocks are smaller and defined more by gaps between the buildings rather than streets. Further to the west the urban blocks are less evident as they are replaced by detached properties. Plot width varies considerably along the High Street reflecting the original width of the burgage plots that fronted onto the High Street. At the eastern end of the High Street buildings occupy the full width of the building plot thus creating a continuous built edge which helps to enclose the High Street.

## Buildings

Significant numbers of listed buildings lie at the eastern end of the High Street. These include; 2 Fieldgate Lane, Abbots Wood, Clarendon House Hotel and the Parish Church Hall. The central and western sections of the conservation area have a mixture of high equality brick, stone and rendered buildings many of which are of high landscape value. The eastern end contains a variety 17th to 19th century buildings many of which have high townscape value. Original door, windows, and architectural features are still intact adding to the character of the streets.

## Ambience

The quality and variety of buildings along the High Street create an attractive historic route which is often lined by trees and shrubs. The route is not affected by heavy vehicular traffic and on-street parking does not dominate the street scene. The majority of buildings front onto the street creating a continuous active frontage. Pubs and shops ensure that this street is active throughout the day.

## Pedestrian Experience

The experience for pedestrians is very positive. Parking is integrated into the street scene by mature trees. Attractive varied architecture provides an interesting backdrop to the street. Street geometry and proportion change along the High Street from east to west adding to the pedestrian experience. Vehicular traffic is low.



High Street - North Elevation



High Street - South Elevation

## Summary

- The different ages of the buildings and differing architectural styles are a particular feature of the High Street.
- Retains a strong identity as a result of the red brick building material
- Mature lime trees help to integrate parallel parking
- Significant numbers of listed buildings lie at the eastern end of the High Street
- Forms part of the Kenilworth Conservation Area

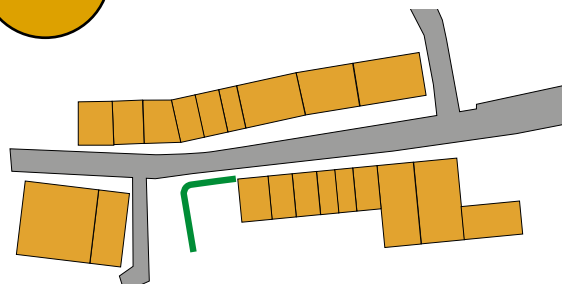


## Building Blocks



Building block layouts along High Street

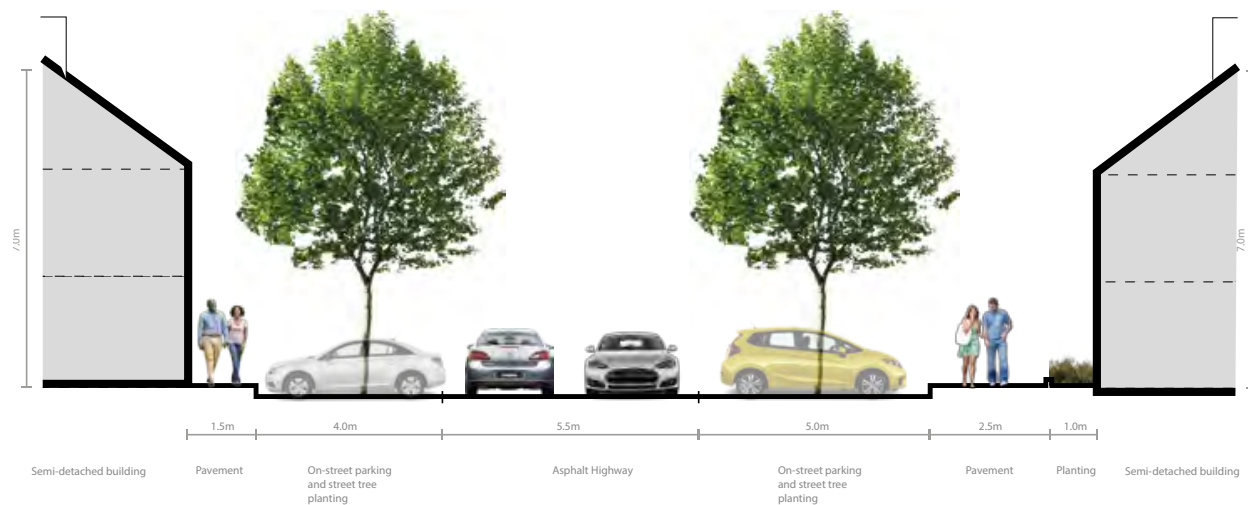
## Building Plots



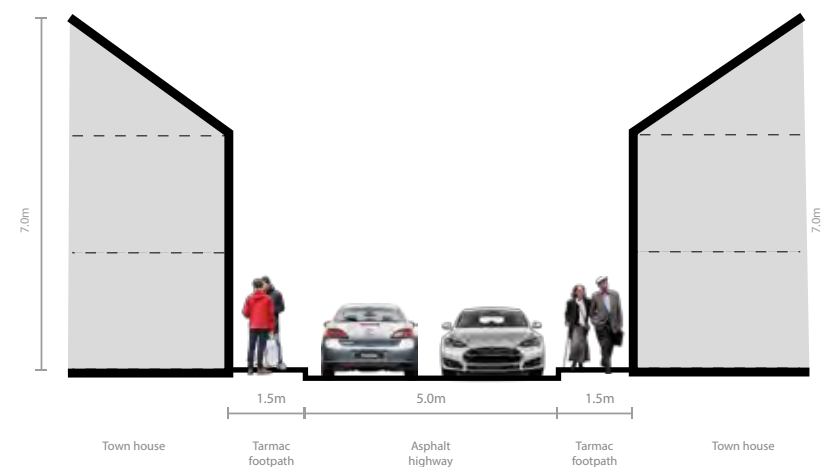
Building plot layouts along High Street

## Summary

- On-street parking does not dominate the street scene
- Large building blocks form a continuous built edge
- Smaller building blocks on the southern side of the High Street allow views out
- Variety of building set-backs create interest and offer opportunities for public realm
- Boundary treatments are not a prominent feature of the High Street as generally buildings front directly onto the street.



Typical sections through the High Street



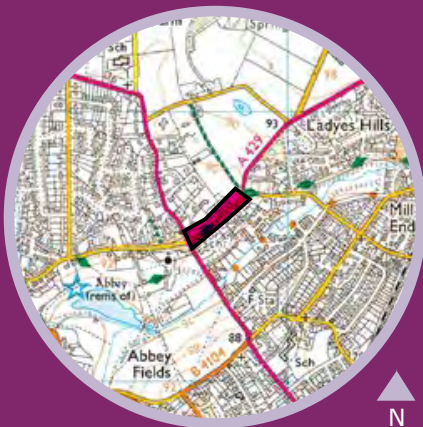
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## New Street

Streetscene

### Overview

New Street is a continuation of the High Street eastwards and as a result forms a part of the route linking Kenilworth Castle to the nearby settlement of Coventry. At its western end, at its junction with Fieldgate Lane and the High Street, the road narrows. Towards the east at its junction with Manor Road the street widens out where larger Georgian town houses front onto the street. From 13 New Street until 39 New Street there is almost a continuous built edge on both sides of the street which creates a strong sense of enclosure. Gaps between the buildings are particularly noticeable due to the continuous building line. Pavement widths along much of the street are also narrow.





## Characteristics include:



Brick and white-washed buildings fronting onto the carriageway



Narrow footpaths and stepped access to buildings along New Street



3 storey townhouse defining the junction to New Street and creating a strong sense of arrival



High red brick walls creates a strong sense of enclosure



Variety of architectural styles and finishes create visual interest



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

## Streets and Spaces

New Street contains a variety of buildings including 3 storey town houses which are located towards the western end of New Street, 2 storey terraces and terraced cottages which line the central section of the street as well as larger Georgian and Edwardian town houses which front onto the street at its junction with Manor Road. The street also contains both brick and white washed/ rendered buildings in equal measure. This creates a varied and attractive street scene. The buildings all front onto the street with the majority being positioned relatively close to the carriageway. Consistent use of red roof tiles provides a unifying theme and despite the differing ages of buildings and architectural styles the street maintains a strong sense of identity. The vertical and horizontal alignment of the street also changes and from its junction with Manor Road the street curves and climbs slightly towards its junction with Fieldgate Lane. The roof scape of the street also varies from east to west as a result of the different architectural styles and building heights.

## Urban Blocks

The size of the urban blocks along New Street are typically defined by the narrow lanes and access tracks which join the street. This is particularly noticeable in the central section of New Street. Here the building blocks are typically 40.0m in length. Towards the western end of New Street the urban blocks are replaced by large detached properties. Plot widths vary considerably along New Street. The plot widths reflect the width of the original burgage plots that fronted onto New Street. Generally the buildings occupy the entire width of the plot in order to maximise access to the street. Again similar to the High Street this creates a continuous built edge along the central section of New Street.

## Buildings

New Street contains a variety of 2 and 3 storey buildings from the 17th and 19th century. A number of properties to the north side of New Street approaching the junction with Fieldgate Lane are raised up from the street level and require steps up to the front door. The houses contain a variety of window types ranging from Georgian sash windows, cantered and oriel bay windows and casement windows on older properties. Doors are generally recessed and Georgian properties have canopies and fan lights. Two prominent 3 storey brick corner buildings straddle the entrance to New Street creating a strong sense of arrival.

## Ambience

At the western end of New Street, views of the High Street are framed by high red brick walls and 3 storey town houses which straddle New Street. At the eastern end of New Street views northwards towards open countryside are obtained. The ambience of the route is affected by vehicle traffic which enters Kenilworth via Coventry Road. The narrow pavements along New Street further detract from this ambience.

## Pedestrian Experience

The experience for pedestrians varies depending upon the location in the street. At the western end of New Street the pavements narrow and vehicles dominate the street. The experience for pedestrians at this point is somewhat uncomfortable. Towards the eastern end of the street the pavements widen out reducing the dominance of vehicles.



New Street - North Elevation



New Street - South Elevation

## Summary

- Variety of architectural styles and building heights
- The buildings all front onto the street
- Varied roof scape as a result of building height and vertical alignment of the street
- Small building blocks and variety of plot widths
- Intimate relationship between buildings on the street
- Attractive historic route with red brick, red roof tiles and render providing consistency and identity
- Forms part of the Kenilworth Conservation Area

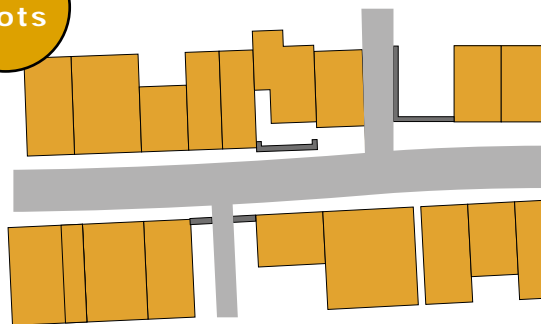


## Building Blocks



Building block layouts along New Street

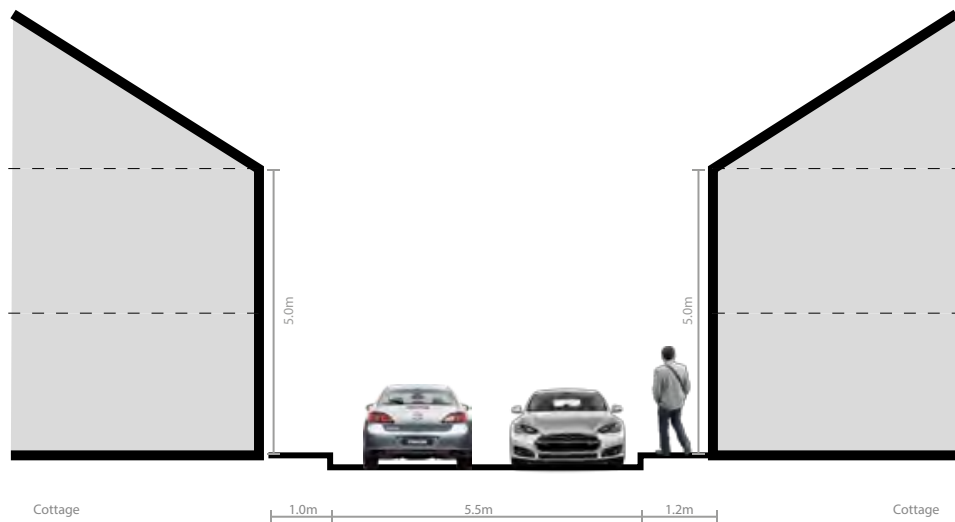
## Building Plots



Building plot layouts along New Street

## Summary

- Buildings create a continuous built edge and strong sense of enclosure
- Large building blocks are separated by narrow lanes
- Large variety of plot sizes create interest
- Often a strong intimate relationship between the buildings and street
- Boundary treatments are not a dominant feature along New Street since the majority of buildings front directly onto the street.



Typical section through New Street