

**Streets Typology: 03- Home Zone Street**





## Street Typology: 04 Home Zone Courtyard



### Design principles key

Speed limited to 10 Mph

1. Entrance to the Home Zone should be clearly signposted and include gateway features such as change of paving material and colour, road narrowing framed by street trees and/or art, tactile paving
2. Adopt the minimum carriageway dimensions with passing places
3. Limit straight road sections to 30m to slow vehicle speed. Use street parking patterns and other landscape elements to create horizontal carriageway realignments
4. Use the pattern of paving or surface material to distinguish the carriageway from other areas
5. Incorporate rain gardens, swales and front gardens
6. Include sitting and informal playareas
7. Create pedestrian connection to Costal Path
8. Allow sufficient turning space for refuse and other service vehicles. Include for parking spaces to each property away from the turning areas



The Avenue, Saffron Walden, Pollard Thomas Edwards Architects





## Street Typology: 04 Home Zone Courtyard



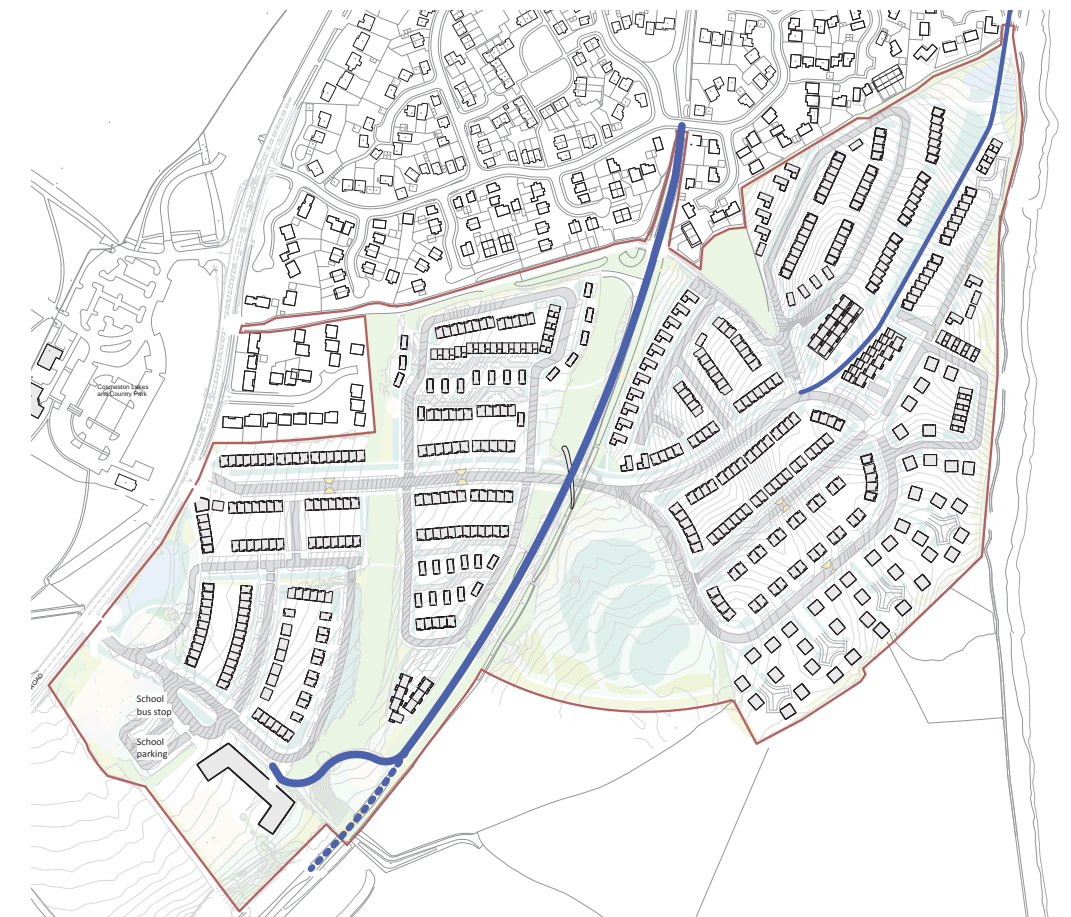


**Street Typology: 05 Active Travel Corridor/NCN route 88**



**KEY**

1. Active Travel Corridor/National Cycle Network route 88
2. Sensitive pedestrian connections through landscape corridors
3. Spaces to rest and dwell at pedestrian link connections. Potential place for biodiversity and heritage information boards.
4. Low level, reduced glare streetlight fittings





Street Typology: 05 Active Travel Corridor and NCN route 88





# Street Typology: 06 Pedestrian Path



## KEY

1. Pedestrian path
2. Sensitive pedestrian connections through landscape corridors
3. Spaces to rest and dwell at pedestrian link connections to active travel corridors



Clock House Gardens, Welwyn Garden City, Stockwool





**Street Typology: 06 Pedestrian Path**





### Street Typology: 07 Sensitive pedestrian connections through landscape corridors



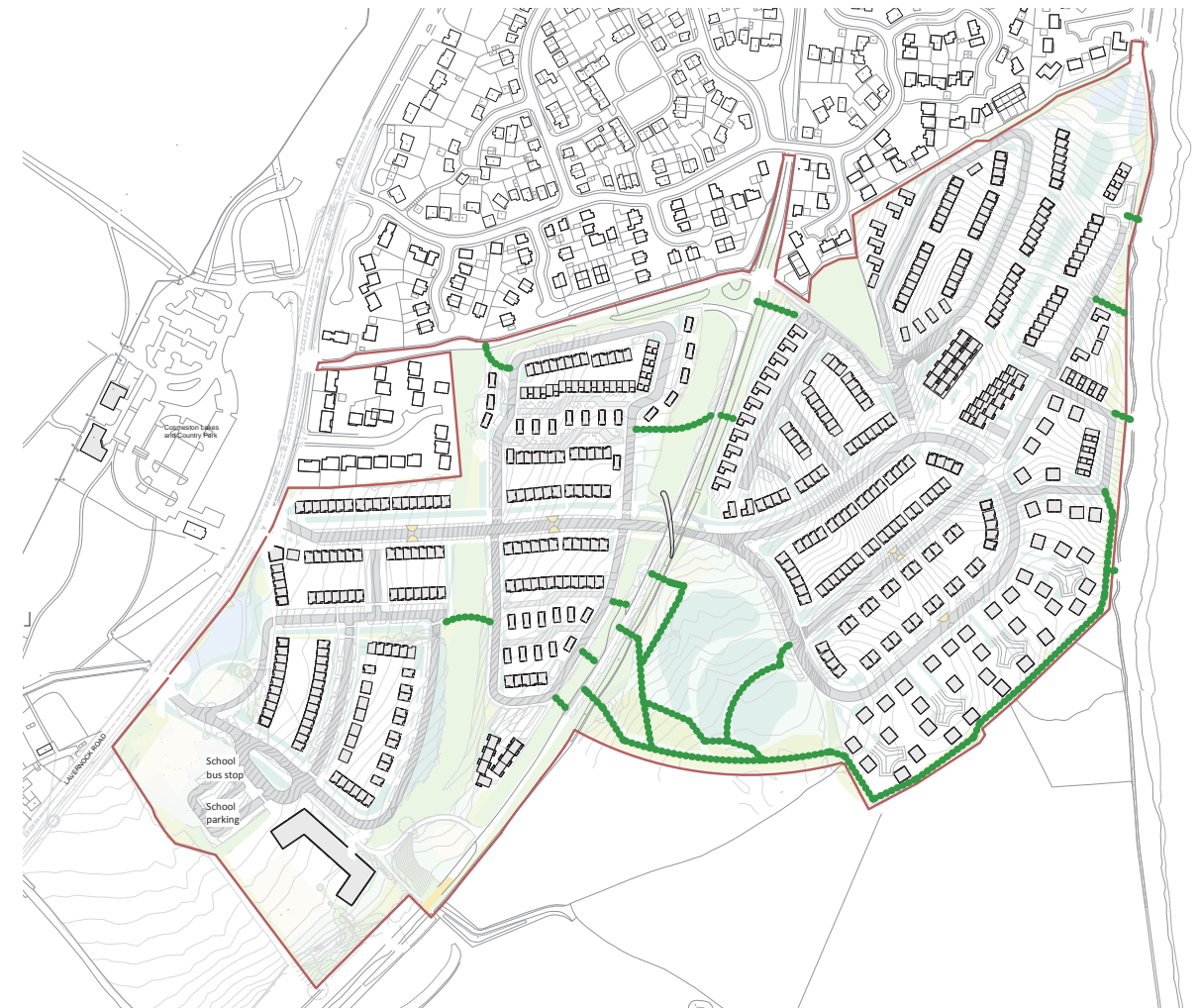
Stepping stones through hedgerow



Reed bed decking



Unpaved path



The location and arrangement of Sensitive Pedestrian Connections on the plan is illustrative of how they could be set out.



**Street Typology: 07 Sensitive pedestrian connections through landscape corridors**





## 6.0 ARCHITECTURAL CHARACTER

### 6.1 Context

Following the opening of a tidal harbour on the River Ely in 1855 and a dock to serve the expanding export of coal, Penarth grew rapidly from a small settlement to a thriving town. A range of Victorian housing was built to support the booming commercial development.

The outstanding landscape setting with prominent headland overlooking the Bristol Channel, the accessible beaches with their backdrop of impressive cliffs to the east of the town, all combined to make Penarth a popular summer holiday resort. Grand Edwardian villas, commanding extensive views over the Bristol Channel, rose on the cliff above a well-visited promenade.

The architecture, dating from the period of the town's dramatic growth between 1865 and 1910, defined the character of; the town centre, the vicinity of the formal Victoria Square, the Esplanade and Penarth Head. In 1971 these parts of Penarth were designated to form the largest Conservation Area in the Vale of Glamorgan.

An aerial view of Penarth confirms the extent of 'greenery' that pervades and characterises the town. From larger, formal parks, through pocket parks and tree lined streets to private gardens, Penarth residents and visitors are never far from green space and opportunities to enjoy nature. The railway line provides a striking green artery from Cogan to Lavernock. The now disused section south of Penarth Station cuts an uncompromisingly straight corridor in contrast to the gently curved streetscape of the grander avenues of the town. These primary routes provide access to a network of smaller streets, efficiently laid out and regular but always generous enough to provide space for trees and nature. The density of the housing itself, much of it terraced, enables landscape space to be conjoined into meaningful areas, much of which is publicly accessible.

This rigour and simplicity of this dense yet green street pattern that typifies the town is only lost south of Brockhill Rise and Stanton Way where the former cement works gave way to a development 'of its time' that abandoned the specific character of Penarth in favour of a 'national' approach to layout and house types.

This is quite different to the more historic breaking down of the terraced streetscape that occurs on the eastern extremities of the town, particularly on St Augustine's Head and towards the Esplanade. Here larger properties, stand within their own grounds and rise to take advantage of the stunning views to be had across the Bristol Channel. These buildings are often unique in design but share materials and architectural motifs such that they feel part of the same architectural family.

Penarth housing is both robust and elegant, with well-proportioned and well-detailed homes crafted from local natural materials such as stone and brick. The use of stone is varied throughout the town. Grander, more civic buildings for community use employ ashlar work whilst other buildings may have rough stone facades with ashlar stone reserved for details around openings or projecting bays, which are regularly employed to maximise light. Many homes in Penarth are predominantly of brick, again with ashlar stone detailing to windows and doors.

Colour palletes are simple and natural regularly involving a combination of just two or three materials from limestone, brick and ashlar, with highlights, often in white or black, where painted timber frames appear. Many of the taller homes create rooms within the roofscape with external materials switching from the solidity of stone and brick to rendered panels defined in a gridwork of timber framing. This leads to expanses of painted render at high levels, again usually

white but with the complimentary palette of materials usually reduced to just two, often brick and ashlar. There are examples of polychromatic brickwork but detailing tends towards simplicity.

Tall and generous windows reinforce the rigour and rhythm of the terraces whilst also providing a subtle variety in configuration and detail. Windows purposefully change in size to reflect the use of the spaces beyond and also providing a reducing scale up the height of the facades, creating an order directly descended from Classicism. Fenestration patterns tend towards the vertical with only the less successful modern window replacements losing that theme.

The archway is a regularly recurring motif from grand porches to more subtle window heads. Entrances to the home are often protected by an external space, sheltered from the elements and entered through an arched façade, although many of these have been subsequently 'colonised' as was the fashion at a time.

Understandably, as planned prior to the rise of the privately owned car, neither the terraces nor the space in front of them are broken up or dominated by car parking at right angles to the street. The original generosity of the street has enabled subsequent parallel parking of cars, often within the shade of trees within the pavement whilst in some of the more secondary and tertiary streets the resultant road width has become quite tight and the uninterrupted line of vehicles unfortunately dominating. There are also unfortunate examples of small front gardens, walls and hedges being ripped out to squeeze in an additional vehicle.

Whilst some terraces sit directly onto the street, many homes have a modest private area to the front which is well defined by low walls and railings/gates which provide a sense of privacy and defensible space without blocking views or natural light. Hedging is also employed, often in conjunction with a low wall, reflecting and maintaining the close relationship between built form and nature that defines the whole town.





House on Tower Hill Passage



House on Marine Parade



Sully Terrace



Windsor Terrace



The Red House, Victoria Road. Architect John Coates Carter



Semi detached houses on Victoria Road



## 6.2 Principles

The architectural character of the development should respond directly to the context of Penarth and in particular those parts of the town that were created during the major growth period from 1865 to 1910 as these parts best define the whole. Crucially the development must capture the town's close relationship with green space and nature and its reputation as a 'Garden by the Sea'.

There will be significant areas of retained landscape, reinforced by new, open, publicly accessible parkland and green space which pervades the whole development. There will be a range of green spaces created from a large scale community park, sports fields and a new 'linear park' to tree lined avenues, sustainable drainage swales and pockets of street landscape. The close relationship between the built form that overlooks these green spaces will characterise and unify the development.

Primary streets and routes will gently curve revealing changing views as the development is passed through and lead to a network of smaller streets, efficiently laid out and regular. All streets will include soft landscape. The extent of meaningful and publicly accessible green space will be maximised by creating denser areas of housing, much of which will be arranged in terraces and have a rigour and simplicity to its arrangement. This rigour and density will only be broken towards the eastern edge where larger properties will stand in their own ground overlooking the Channel. These larger properties whilst having unique, high quality designs will feel part of a family through a shared approach to materials and detailing.

Terraces will be largely of two or three storeys and include 'half storeys' where rooms are accommodated partially into the roofspace. Taller elements and gables will be used to accentuate terrace ends and corners. House types will include homes utilising bay windows to capture natural light. All homes will be designed specific to their location, orientation and views and 'standard' house types will not be employed.

All homes will appear robust and elegant utilising natural materials of stone and brick. Whilst Penarth has precedent for the use of render this does not dominate the building but tends to be used as a detail or to define upper areas of faced, particularly as part of a roofscape. Render demands high levels of maintenance to avoid discolouration and staining and must be well detailed and alternative modern through-coloured panel or timber cladding solutions may be considered in its place. The proportions between stone and brick will vary across the site as will the textures of the façades whilst a commonality of material will bind them together. The development will reflect the historic use of limestone and ashlar sandstone as detailing, together with rich red brickwork.

Window types will reflect the nature and usage of the rooms behind and display a hierarchy within the façade. The development will avoid the predominance of a 'standard' window design whilst a commonality of proportion will be sought to bind the development together. Window openings should principally be vertical in proportion.

The development will reflect the use of the arch as a motif within the town as a selected 'highlight' to facades rather than a general principle, particularly in marking main entrances where the recessed external 'lobby' may also be used as an architectural device.

Generally the terraces of homes and the private spaces in front of them should not be broken up by car parking at right angles. Parking should be accommodated on the streets, where they are permitted, be parallel to the street, and broken up by planting and trees.

Some properties, particularly those within Home Zone, may sit directly onto the street whilst the majority will have some form of private defensible space to the front. These spaces will generally be shallow in depth and well defined by a low wall or railing with a gate. Low hedges combined with, and not instead of, a low wall will also be encouraged.



Derwenthorpe, Weesp, York, Studio Partington



North Street, London, Peter Barber Architects



Chapter House, Lichfield. Proctor & Matthews Architects



St Chads, Tilbury. Bell Phillips Architects