



# Henley-in-Arden Village Design Statement

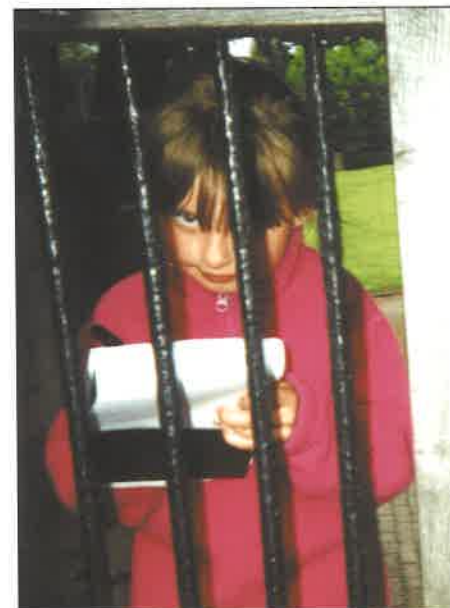
## *The Way Forward....*

Henley-in-Arden and Beaudesert is a vibrant community with a population that cares about its environment and values its rich store of listed buildings.

Local people wish to conserve all that is good and beautiful and to build on it for the future, in a way that complements existing buildings and their natural setting.

The river-lands and countryside around Henley are two of its major assets and should not be further encroached on by building. Rather, we should seek ways to conserve and encourage the wildlife habitats and promote the river-lands and Mount as an amenity for residents and visitors alike.

In future, any building or development plans should use this document as a guide - thereby promoting design which protects and enhances the unique character of Henley-in-Arden and Beaudesert.





# The Henley-in-Arden & Beaudesert Village Design Statement

## Introduction

The Henley-in-Arden & Beaudesert Civic Society, supported by the Joint Parish Council, initiated the project to prepare a design statement for the town. It was launched at a meeting on April 11th 2000. Representatives from organisations in the town, and the participants in the town appraisal, were invited. From this meeting a steering committee was formed.

The guidelines of The Countryside Agency and Stratford-on-Avon District Council were followed. Every house in the town was circulated with an invitation to join in a photographic survey of the town on Midsummer's Day 2000.\* There were 78 participants and a further five volunteers joined the steering committee. From the accompanying desk top exercises a list of townspeople's likes and dislikes were identified. These likes and dislikes represented the townspeople's views on what is valued, what should be preserved and what could be improved.

A second leaflet campaign to every house preceded a public meeting on October 4th attended by 69 residents. More likes and dislikes were added to the list. The meeting agreed unanimously that the final list represent the views of the community and should be used in the VDS as a basis for the design recommendations.



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\*The photographs are now available for view at the Heritage Centre.

# The evolution of the Village Design Statement

The production of the Town Appraisal in 1999 enabled the community to participate in identifying the main challenges and opportunities facing the town, and the actions necessary to respond to these issues. The Appraisal provided local citizens the opportunity to express their views on a wide range of matters, including the scale and form of development in the town. This Village Design Statement completes the process enabling the townspeople to contribute to all aspects of the planning process.

## *The Objectives of a Village Design Statement are:*

- ♦ to give the community a recognised voice in the planning processes that affect the visual quality of the town's built environment and the surrounding countryside
- ♦ to be compatible with the statutory planning system and the local planning context
- ♦ to be suitable for approval as supplementary planning guidance
- ♦ to support and strengthen the role of the Joint Parish Council when consulted over planning applications
- ♦ to demonstrate local commitment to high quality design and appropriate development that will improve the quality of life in the town
- ♦ to contribute to securing a thriving and viable future for the town

- ♦ to enable local people to respond in an informed and professional manner to planning proposals
- ♦ to be applicable to all of the town and its surroundings, not just the conservation area.

## *History*

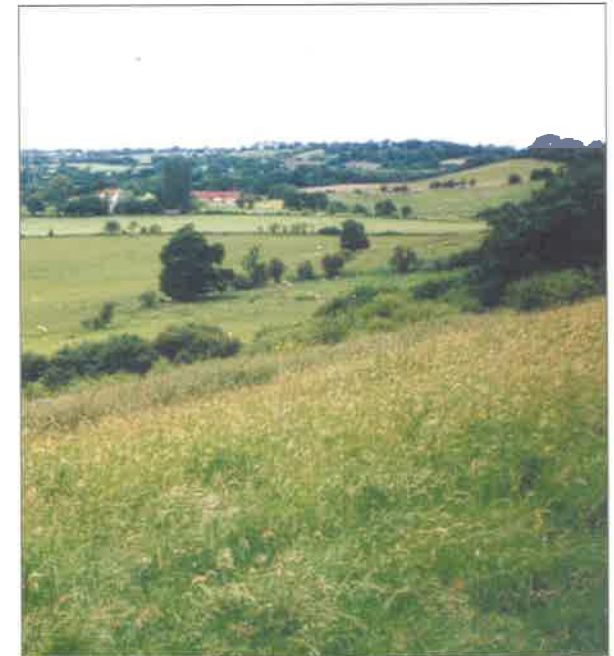
Henley is an ancient, freestanding market town located eight miles north of Stratford-upon-Avon and five miles south of the boundary between Warwickshire and the West Midlands conurbation.

Charters to hold markets and fairs in Henley can be traced to the early 12th century. The legacy of Mop fairs has almost been lost, but Henley market still runs and offers a link with market trading in former days.

The Beaudesert Mount was once the site of a fortified Norman castle made of wood and stone by Thurstan De Montfort towards the end of the 11th century. The castle was partly destroyed after the Battle of Evesham in 1265 and was probably in ruins by 1547. Now the area provides access for residents and visitors to the open countryside.

## *Settlement Pattern Character*

Henley in Arden & Beaudesert lies in the heart of the ancient forest of Arden in a saucer shaped depression of land, which forms the upper reaches of the River Alne. It has a linear form and is bounded on its eastern and western side by low hills. The town is bisected by the A3400, a former ancient coach route between London and Birmingham north-south along the line of the River Alne. At its southern end it is crossed at right angles by the A4189, the Warwick/Redditch Road.



*From the slopes of the Mount, looking towards the old railway line.*



*Listed half-timbered buildings on the High Street, dating from 15th century*



The conservation area consists mostly of the High Street, which is reputed to contain more listed buildings than any other street in England. The rich and unique diversity of architecture and materials, the use of black & white timber and plaster, red brick and stone, together with a variety of roof-levels, create a street in which no single building style dominates. Many of the architectural treasures, namely: The Gables, the Stone House from the 18th century, and the 15th century Guildhall, are in the core of the town around the 15th Century Market Cross. Together these structures provide the town with the character to make it one of the finest examples of a linear market town in the country.

During the period following the last war there have

been several new developments along the length of the High Street, many with questionable suitability. There has also been much in-filling in areas just off the High Street, which has eroded the pattern of the medieval burgage plots. Some developments are hidden behind locked gates, which inhibit participation in town life. There have been some sympathetic new developments, e.g. Horsefair, and many have varied the types of construction and the material used and have included interesting brick details and wrought iron work, e.g. The Yew Trees.

The High Street to the north and east of St John's Church, is the only remaining area of the town retaining the historic settlement boundaries. The original properties have long gardens



*Long gardens leading down to the river.*

(burgage plots) down to the River Alne, which bounds the settlement area. The views from the footpath along the east side of the river and through the archways of the High Street properties, towards the Mount, are spectacular. These views have not changed since the castle fell into disuse soon after the battle of Evesham in 1265 AD.

The Lime trees lining the High Street, together with the many flower boxes and hanging baskets, add to the general feeling of well-being and prosperity of the town.

### **North Side**

The approach to the town is along the A3400. The disused railway embankment forms a clear boundary between town and countryside. The northern part of the town includes many houses, flats, office accommodation and other businesses mixed in with an ancient coaching inn and the



*View from the back of 81 High Street looking over the river and fields to the Mount in the distance.*



15th/16th century property known as St Loes. In addition the Abrasives Factory Site is located in this area; this is now closed and its redevelopment affords an opportunity to redress some of the insensitive industrial developments at this end of the town.

### East Side

The town is approached on the B4189 down Blackford Hill, the base of which acts as the settlement's natural boundary. On the valley floor the High School, Henley Market, garage and housing estates give no indication of the ancient character of the town.

The main area covered is on Blackford pastures, which was developed from the late 1940's as a small local authority and private dwelling estate on the eastern side of the River Alne, which is served by its own shop. Further development of the area has taken place, in subsequent years, on land adjacent to

the Mount and along the River Alne resulting in a high density of building in this area. The later building of Prince Harry Road has encroached upon what was an important piece of natural river landscape, protected by the conservation area and the then green belt. This was despite a recommendation in a 1981 policy statement of the District Council to recognise the importance of protecting the flood plain in order to preserve the natural beauty of the riverbank, and to promote access for the benefit of visitors, residents and future generations

The east side also houses two primary schools, the Medical Centre, the Jubilee Play Area and the Mount, which together provide many open facilities for health, education and recreation.

One of the town's many east-west footpaths runs from the end of Beaudesert Lane to the Jubilee play area at the foot of the Edge Lane escarpment, and is extensively used by children on their way to and from school.

### West Side

The approach to the town from the west from open countryside is through the railway arch and along New Road, which is bounded to the south by the



*The Jubilee play area.*

Ullenhall Brook. The railway embankment that forms a natural boundary between the residential areas and the open countryside bounds the area to the west of Henley. Station Road separates the area into a northern one-third and the remaining two-thirds to the south. To the north lies the well-established Arden Press building, local authority and privately owned housing as well as two complexes of housing specifically designed for the elderly.

The major area of concern on the west side is the railway station that has fallen into disrepair, and therefore gives an unfortunate first impression of the town to rail travellers. The Heart of England long distance footpath enters the town through the allotments west of the railway station. Whilst some allotments are well maintained the general appearance is one of dereliction

The area behind Chestnut Walk stretching to the railway line has been developed into a very pleasant private garden area, whilst south of Station Road extending to the Warwick/ Redditch Road is a 1960's development of low density suburban private housing. The trees, colour and variety of building styles contribute to a pleasant outlook. The new development of houses in Yew Tree Gardens is considered sympathetic, as it has maintained a mature look by preserving many of the original trees and other planting.



*A listed building designed by Charles Voysey, late 19th century*



*Sympathetic new development at Yew Tree Gardens*





*Coming into Henley from the South, playing fields on the right.*

Located on the northern side of the Warwick/Redditch Road is one of only three listed buildings not situated on the High Street, namely the Voysey designed Brook End House, built for the Knight sisters from Ullenhall in 1909. The Voysey house is next to a row of semi-detached houses leading to the crossroads that denote the southern end of town.

To the south of the cross-roads is Glenhurst Road, another of the 1960's developments of private housing which is well screened by trees from the main roads and is approached via a bridge over Ullenhall Brook.

### **South Side**

Approaching the town from the South along the A3400, playing fields to either side of the Stratford Road form a buffer between the town and countryside.

On the west side, a development of semi-detached houses built in the Arts and Crafts style are known locally as High Hurst. On higher ground, set back from the road, screened by trees, lie Hurst House and the property formerly known as Arden Lawn

School, with extensive playing fields and grounds. These are the other two of the three listed buildings not found in the High Street. On the opposite side of the main road there is a development of some relatively new mews style housing, behind which is the local High School and River House.

At the junction with the B4189 the A3400 becomes the southern end of the High Street. This area of Henley includes a block of flats of typical 1960's construction, which do not fit into the general character of the High Street. The flats overlook a variety of styles of property including a row of old character cottages and a new development by the traffic lights. The houses in Horsefair and Harris Close are in sympathy with the High Street not in regimented rows and varying in height and style.



*St Nicholas' Church from the Mount.*



*Market Cross, as seen from outside Lloyd's bank.*

On the Warwick road is a row of eight 19th century terraced cottages.

### **Beaudesert Lane**

This Lane is situated at the very heart of the town, and is what remains of the former settlement of Beaudesert, which predates and for centuries dominated, the more humble market town of Henley. Beaudesert Lane runs east from the High Street by the side of St. John the Baptist Church, and across the river Alne to the 11th Century St. Nicholas church at the base of The Mount. It contains many fascinating buildings of various ages alongside some of modern construction. In-filling has taken place in the Glebe Land and along the course of the River Alne, the effect of which has been to lose public access and views of the River Alne.







### Features

The town's primary focal point is the central area that includes the Market Cross, St. John the Baptist Church, the Guildhall and library, and most of the local shops. The second focus for the town is the Henley Market, situated to the south of the town, which provides a facility for commerce and trading at all levels including Livestock, and Farmers' Markets.

### *The River Lands*

This encompasses both the River Alne that flows south on the east of the town, and the surrounding open green space. The grassed area serves the town as a much appreciated open area for relaxation and children's play.

Adjacent to the Medical Centre is the remains of a large pond that enables wildlife, such as newts and frogs, to prosper. Although the river walk is short it accommodates a variety of tree species, for example: Alders and Crack Willows as well as many seasonal wildflowers such as Himalayan Balsam, Willow Herb and the rarer Giant Bellflower. The river is also home to trout, minnows and sticklebacks and the occasional kingfisher, and this year has seen the return of nesting mallards and moorhens. There is further access to the riverside on the footpath leaving St Nicholas's churchyard heading north, skirting The Mount, across the field to run alongside the River Alne at the rear of the northern half of the busy High Street. This is a beautiful and peaceful riverside walk with fascinating views of the rear of the High street properties.



### Flooding

Work on the River Alne in 1982 reduced the risk of flooding from the river bursting its banks. However the increase of frequency of flooding of the houses on the East side of the High Street from excess run-off water running down the street into Back Lane has become a concern. The frequency of flooding is due to inadequacies in surface and land drainage at the North of the town

### The Mount

The area known as The Mount is an area of rough pastureland of approximately 100 acres encompassing the actual mound of an ancient motte and bailey castle of 12th century origin. The signs of the old fish ponds can still be seen. Ridge and furrow, and hedges many hundreds of years old, mark the land as this historic parkland it once was.

The Mount rises steeply, forming a stop at the end of Beaudesert Lane. The entrance to this open land is through an iron gate, and to the North is a timber side gate inscribed "The Children's Gift". From the top of the mount there are panoramic views of the town. There is one other footpath that runs along the east side of the river bank accessed from the Mill, at the north of the High Street, and exiting the foot of the mount via the church yard and the Children's Gift gate.

The motte and bailey mound, from which the whole area takes its name, comprises two steep hills with a shallow ditch between. These hills afford good, but contrasting, views of the town - where the historic settlement pattern remains, and towards the Blackford Pastures residential area. Looking east the natural ridge of the hillside dominates the skyline, along which runs the ancient way known as Edge Lane. The footpath here is where the Heart of England Way leaves the town.

The Mount is privately owned pastureland and visitors are fortunate that the present owner does not restrict walkers to the designated footpaths. The townspeople have shown in public meetings that The Mount is one of the most treasured features of life in Henley. Their aspiration is that the Mount be retained as open space for public enjoyment.



In 1993 the conservation area boundary was extended to protect the setting of The Mount and its relationship with the town. The planning consultants (Alan Smith & Partners Conservation Area Study, October 1992) commented that a major aspect of the character and appearance of the conservation area is dependant on "the retention of the traditional spaces in and around the town, for example, the meadows and fields surrounding the Beaudesert Mount with their wild flowers, hedges and field trees." This area is the last remaining vestige of historic boundary of the town with the River Alne and the open land beyond.



*The Market Cross and Stone House*



*The Guildhall and Library*

**Character**

The Lord of the Manor and the Court Leet make a significant contribution to the traditions of the town by maintaining the Guildhall and Joseph Hardy House, which houses the Heritage Centre and dates from the 14th century.

The remains of the Market Cross occupy the site where the one-time Market Hall and stock stood. It is 15th century and of exceptional interest. However, it has decayed and its important features fallen away. Originally the head of the cross was four-sided with recessed niches under cinquefoil-headed canopies and depicted virgin and child, the Rood, the Trinity

and St. Peter with his key. It would have stood some 23' to 30' tall.

There has been considerable research on the Market Cross and many in the town would like to see it restored and take its place as a major landmark in the town.

**The Lord's Waste**

A major characteristic of the town is the Lord's Waste, although little is known about its influence, function or history. Along the length of the High Street the demarcation between the Lord's Waste (which originally was cobbled - some of which remain to this day) and the public footpath is easily identified. Whilst Warwickshire County Council, as highway authority, take responsibility for maintenance of the public right of way, it will not assume any authority for the area known as the Lord's Waste. As ownership, and therefore legal responsibility for its maintenance, cannot be identified, popular opinion has decreed that current ownership be

vested in the property owner as a frontage, but subject to the right of the public to have access over it. Any future planning consents should take account of the need to maintain the landmark as an historic feature of the town.



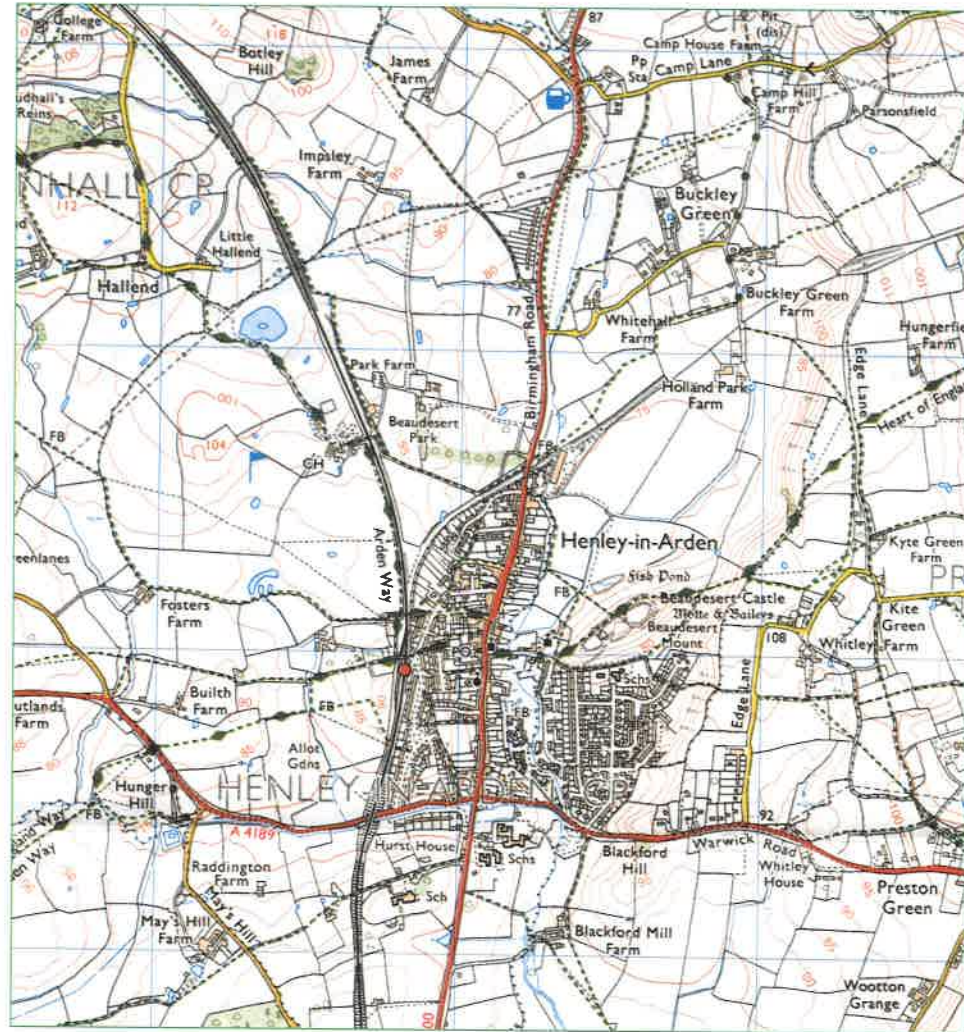


## Design Guidelines and Community Issues

When change is being planned, residents, developers, architects and planners are asked to carefully consider any proposal for change on its merits, in its setting and in its relation to surrounding buildings. Such change should contribute to the town's distinctiveness and not detract from the town's character.

To assist in this process a list of Design Guidelines and Community Issues have been derived from the likes and dislikes recorded at the public meetings, (Guidelines in blue, likes in green, dislikes in red), and wherever possible linked to the Town Appraisal Recommendations and the Stratford-on-Avon District Design Consultation Draft (April 2001).

Although Community Issues are not strictly design guidelines, they are included as possible projects for which local community groups could take responsibility and implement themselves.



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**Design  
Recommendation**

Preserve the historic relationship of the town and the surrounding countryside.



Any development to be contained within the current town boundaries.

Back-Land development should not be permitted.

**Townspeople's  
Likes**

The Mount and the River Alne, which contribute so much to the quality of life in the town.

The Green Belt which retains the landscape setting.

**Townspeople's  
Dislikes**

The high level of Back-Land development that has eroded green space.

**Appraisal  
Objectives**

To further the work of the Joint Parish Council, local groups, local authorities, Warwickshire Wildlife Trust and English Nature, with the aim of determining the potential for extending public access and enhancing the wildlife of the River Alne, its banks and the adjacent land.

To confirm the vital role of green belt policies in resisting development pressures and as an instrument for sustaining the unique character of the settlement and the surrounding countryside.

To prohibit further erosion of the Conservation Area by back-Land and riverland development. Also prevent the loss of amenity provided by riverland and adjacent areas and the public access afforded.

Look at a settlement at different but related levels of scale

- ◆ The settlement in the landscape
- ◆ The streets and neighbourhoods within a settlement, the plot series, blocks, highways and open spaces
- ◆ Plots
- ◆ Buildings
- ◆ Details and materials (3.1.8)

Despite the importance of pattern, specific features can be of great importance within a settlement. Monuments and landmarks, historic buildings, greens, streets and squares, trees, hedges, gardens and other open spaces in many cases cannot be replaced without considerable loss of character. Such elements tend to persist in settlements because they continue to be valued and recognised as fundamental to the character of the settlement. (3.2.1)

As far as possible, existing features should be carried forward into new development. (3.2.3)



## Design Recommendation

Characteristic mix of building materials to be maintained, using reclaimed building materials where possible.



It is recommended that the unique design details giving character to individual buildings be maintained and preserved and incorporated in new construction, especially in the conservation area...

Unique character of the frontages providing a variety of building styles, including two and three storey buildings, the range of age, colour, brick and stonework texture.

## Townspeoples' Likes

The wide variety of building materials and styles used throughout the town.

## Townspeoples' Dislikes

New developments using modern materials rather than tradition materials in the building process.

Some unsympathetic shop fronts.



## Appraisal Objectives

To resist inappropriate and insensitive development and promote the adoption of good design practice for the settlement.

## Stratford-on-Avon District Design Guide (issue 1 April 2001)

The family of details that should provide the starting point for proposals should be identified by an examination of the existing details found in the particular part of the settlement in which new development is to take place. (9.1.8)

Ensuring that a range of local forms is taken as a starting point promotes the richness of diversity and allows for flexibility of use. (3.4.3)

New developments should use the experience embodied in the settlements themselves (and in some cases described in the Conservation Area Documents) and the knowledge of the local population in particular as set out in parish appraisals and village design statements. (3.4.5)

- ◆ Details should be simple.
- ◆ Within appropriate limits, there should be a variety of details from house to house
- ◆ The limits to the range of details should be based on what is appropriate to the settlement and position within the settlement
- ◆ The limits should also be based on what is appropriate to the material and type of construction of the building (9.1.3)

The overriding principle for the design of shop fronts and the design and placement of advertisements should be restraint. (B.1.3)

In a l cases the shopfront should remain subservient to the building and appear as a component part of it. (B.2.6.)



# Stratford-on-Avon District Design Guide

(issue 1 April 2001)

## Design Recommendation

New developments to be in a scale and in keeping with the rest of the town and any development should avoid adopting a uniform appearance in order to retain the character of the town.



In any future substantial development consideration should be given to reflect the ambience of the conservation area, with wide tree lined roadways and terraced buildings.

Developments visible from outside the town should be screened by trees.

## Townspeople's Likes

The mixture of two and three storey buildings, the range of age, colour, brick and stonework texture.

The High Street for its unique character.

The Mount and the River Alne.

## Townspeople's Dislikes

The light pollution from the sports development at the property formerly known as Arden Lawn.



New developments should include a range of plot types. (7.1.4)

(Plot) types should vary depending on the position in the street and within the settlement as a whole. (7.15)

Proposed buildings should normally retain the established line. (7.2.2)

New developments should maintain the most common traditional edge character of the area in which it sits. (4.2.21)

All new development should be conceived of and appear as part of an extension to an existing settlement, not as a self-contained estate. (4.3.13)



## Design Recommendation

## Townspeoples' Likes

## Townspeoples' Dislikes

## Appraisal Objectives

## Stratford-on-Avon District Design Guide (issue 1 April 2001)

When considering any changes, the advice of the Environmental Agency should be sought in an attempt to avoid further flooding.

Paint colours within the conservation area should be in keeping with the other properties.

Open archway access for vehicular access off main thoroughfares should be considered in any future design proposals.

The numerous pedestrian rights of way between East and West to be maintained and protected, especially those allowing access to the riverside.

The flooding which has taken place in the town destroying property and possessions.

The loud colours of certain properties within the defined conservation area.

Gated developments that it is felt distance themselves from the local community.

New development should ....occur on flatter rather than steeper ground outside of the flood plain.  
(Settlement position and built up area page 24)

...preferred solution is shared parking to the rear of houses with a common entrance, the entrance might be through a gap or a carriageway with a building over. (Parking, page 71)

Any new development should reinforce or create a new network of routes. Integration of streets into a street network, page 28). New development should reinforce the positive characteristics of the landscape and open space network (Landscape and open space as a network, page 33)



The number of connecting pedestrian rights-of-way (mainly East-West)





## Design Recommendation

Care should be taken to preserve the views over the open spaces between buildings, into and out of the town, together with the landscape setting.

Consideration to be given to the design of any new street furniture suitable for conservation area.

There is currently a diversity of styles used a contrast between the admirable waste bins and bollards. Ideally it would include an evaluation of the use of bollards to protect grass verges and the provision of more public seats. Provision of quality 'fingerpost signs' and information plaques to replace the evolved and haphazard proliferation is required.

## Townspeople's Likes

The town's residents everywhere particularly value open green spaces with trees. These include; the allotments, Jubilee play area, riverside area by the Medical Centre, river lands, Henley Sport & Social grounds, St Nicholas's churchyard, front gardens, and riverside rear gardens with big trees. Open green space housing developments. The views of the Mount from the town especially Castle Close. The open aspect of the two primary schools and the open-plan front gardens, together with the traffic island which complement the denser new developments. making exploration of Henley a pleasant experience.



## Townspeople's Dislikes



The mix of styles for street and traffic signs including utilitarian lamp standards and safety barriers; the design, siting and general lack of the dog litter bins. The scarcity of notice boards and the lack of public seats.

## Appraisal Objectives

To determine the potential for extending access and enhancing the wild life of the River Alne and adjacent land.



Another principle that ties together character and sustainability is adaptability. It is an extension of the least energy use principle but concerns built as opposed to natural resources. Built resources are those that are used but not used in the way that energy or water are. They include, amongst other things, streets, buildings, car parks, parks and greens. The form and character of many such elements in historical settlements have come about through the necessity of getting the most use out of a building using the least energy and materials. The simple way to do this is to create buildings that can accommodate a number of different activities with little or no change to the building. Also, as buildings are changed over time, those that are most adaptable tend to be retained rather than being pulled down. (3.3.12)



## Design Recommendation

New commercial or industrial use to be encouraged in order to keep the character of Henley – too much housing will encourage use as a commuter village and not a community.

The retention of the wide range of shops, restaurants, and pubs should be encouraged.

## Townspeoples' Likes

The existing balance between business developments and residential property.

The people of the town enjoy living in a rural community.

The High Street for its unique character of the frontages, the "Life" found on the High Street - shops, services, pubs and restaurants.

## Townspeoples' Dislikes

## Appraisal Objectives

To retain existing employment sites for small and medium size business.

To examine planning and financial measures to encourage a wider range of retail businesses

## Stratford-on-Avon District Design Guide (Issue 1 April 2001)

New development should maintain and extend the landscape and open space network of an existing settlement by taking best advantage of existing features and creating new features appropriate to the location.



Every effort must be made to protect, maintain and renew trees and floral arrangements throughout town.

Consideration should be given to extending the tree-planting programme outside of the conservation area.

The green aspect within the town – especially down the High Street – which complements the architecture.



Preserve and enhance the environment of the settlement and its surroundings.



Ideally structure planting, corridor screening and street planting should be within land normally maintained by the Parish, District or County Council, or some other public body or trust. (4.5.17)

A financial contribution for maintenance is normally expected in the form of a commuted sum. (4.5.18)



## Design Recommendation

Any development should consider both the long-term and short-term effect on the levels of traffic. Any changes that increase the level of on-street parking should be resisted.

## Townspeoples' Likes

## Townspeoples' Dislikes

## Appraisal Objectives

The amount of heavy traffic "allowed" access through the town

In accordance with the Warwickshire Transport Strategy (1999), to reduce the impact of traffic in terms of speed, volume, noise and emissions.

To examine all possible avenues for limiting and regulating the speed of through traffic, including the adoption of a 20mph limit within the boundary of the built-up area.

To examine factors bearing on pedestrian safety, particularly for the elderly and handicapped. The scope of this examination should include pedestrian crossings, dropped curbs, pavement obstructions, signs and building protrusions.

Parked cars should not visually dominate development. Solutions that place the majority of parked cars between the front of the house and the carriage way should be avoided. (7.5.4)

Another preferred solution is shared parking to the rear of houses with a common entrance. (7.5.7)

Any new development should reinforce or create a new network of routes and allow for further connections. The connections may be selective, that is allow for pedestrian or cycle but not vehicular movement. (4.3.9)



The derelict condition of the railway station and its environs. The high levels of vandalism and litter.

To request the District and the Joint Parish Council to commission, with Railtrack and Central Trains, the preparation of a feasibility study for the re-use of the redundant station building.

Consideration to be given to the development of the area of the railway station. Such work should retain the Victorian facade and use vandal resistant materials of construction in the unsupervised public areas.



## Community Issues



Henley market be encouraged to refurbish.

The traditional stalls which give a unique "feel" to the market area, the ease of access to the market.

A piped water supply be considered to facilitate better utilisation of the allotments.



## Townspeople's Dislikes

The market area requires a "face-lift". The lack of control exercised over street parking especially on market day.

The sad state of the unused allotments.

## Appraisal Objectives



To request the District Council to examine the current adequacy of car parking provision by reference to the existing provision and demand. To examine the effectiveness of the management of existing car parking facilities and charging arrangements.





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This Village Design Statement was approved by Beaudesert & Henley-in-Arden joint Parish Council in June 2001 and by Stratford-upon-Avon District Council on October 4th 2001. It has been adopted as supplementary planning guidance.

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