

# Wellesbourne Village Design Statement



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## **Dedication**

The 2013 Wellesbourne Village Design Statement is dedicated to the memory of our chairman Tony Copeland (1944 – 2011).

## **Introduction**

This Village Design Statement (VDS) is a document produced by residents of Wellesbourne village to reflect their views on the features they consider positively contribute to the distinctive characteristics of their village and its locality. Within this document are facts and local views about what makes Wellesbourne a special place, worth caring about and worth preserving as a village community. When adopted by Stratford-on Avon District Council, it will be used by Planning Officers when they consider new applications, alongside the policies in the Stratford-on-Avon District Local Plan Review and its emerging Core Strategy.

The existing Wellesbourne VDS was adopted by Stratford-on-Avon District Council (SDC) in 1999 and was prepared as a direct result of information, views and opinions of Wellesbourne residents through a questionnaire sent to every household, an Open Day Workshop and on-going consultation.

A Parish Plan was both produced and formally adopted in 2011, and it was decided that information collected during that project would be used as part of the update of the 1999 VDS, most of which was still relevant. Consultations with village residents were performed through 2 surveys (605 and 752 respondents respectively) and 3 public consultation days during 2010.

This updated document is the output of that process.

## **Village Design Statement and its Objectives**

The VDS describes and illustrates the village as it is today whilst recording all those details, from building materials and styles of architecture, open spaces and various approaches to the village, which contribute to its local character.

This document also defines how the village residents wish their locality to adapt to proposed development, whether small extensions to existing buildings or sizeable residential and business developments. The design guidance offered here is to guide planners and developers; to ensure any new development in the village fits in with the valued and distinct character and qualities of the place; and how that character might be protected and also enhanced.

The residents should feel that their views are acknowledged, respected and implemented

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whenever possible.

The VDS does not set out to crystallise and preserve the village and its setting so that it remains unchanged. There have been great changes in and around Wellesbourne, and some people express amazement at the present speed of growth and development. Many view the changes with dismay. There are parts of this ancient settlement virtually untouched over the years and they retain their charm; other parts have been extended and developed with sensitivity to blend with existing features. Some developments, however, are considered to have negatively impacted on the village “look and feel”, taken away pleasant rural vistas and hidden tree and skylines from approaches to the village – forever.

Given the diversity of building design, reference should be made to the specific sections within this document in respect to any further planning applications. Wellesbourne includes one conservation area, several areas of restraint and buildings of historic interest, and these should be preserved rather than developed.

When approved and adopted by SDC, the updated Wellesbourne Village Design Statement will be considered and consulted alongside both the National Planning Policy Framework and Local Plan policies.

It will also need to be read in conjunction with other forms of Supplementary Planning Guidance including but not restricted to, the Stratford-on-Avon District Design Guide, the Character Map of the Stratford-on-Avon District, Character and Design in Stratford-on-Avon District, A Countryside Design Summary, the Wellesbourne Conservation Area Review and the Wellesbourne Parish Plan.

## History

Wellesbourne has a documented history stretching back to before the Norman Conquest. In 862 and again in 872, the Witan (parliament) of Mercia met at Wellesbourne. In the Domesday Book (1086) Wellesbourne is recorded as being part of the royal manor of Kinton.

Wellesbourne is really two villages: Wellesbourne Hastings and Wellesbourne Mountford separated by the River Dene<sup>1</sup>. The name Mountford comes from the de Montfort family who owned land here in medieval times. Early in the 14<sup>th</sup> century, Maud of Walton, Simon de Montfort's granddaughter, married Thomas Hasting thus introducing the name Hastings<sup>2</sup>.



Figure 1 St Peter's Church

The parish church of St Peter has a 15<sup>th</sup> century tower although much of the church is Victorian. Although situated in Wellesbourne Hastings, it has always been the parish church of both halves of the village. The two separate parts of the village were merged in 1947<sup>3</sup>.

Dog Close, the field by the river in Wellesbourne Hastings, has apparently been open space for a very long time although the name only dates back to the 1930s. On the corner of School Road opposite Dog Close is Wellesbourne's oldest domestic building now occupied by an estate agent. Parts of this building date back to the early 15<sup>th</sup> century<sup>4</sup>.

The cricket field in Wellesbourne Mountford was mentioned in Thomas Hughes' "Tom Brown's School Days". The most memorable event in Wellesbourne was a meeting at the Stag's Head in 1872 when Joseph Arch was invited to speak to a gathering of agricultural labourers.



Figure 2 Wellesbourne cricket fields

<sup>1</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.30

<sup>2</sup> Peter Bolton, Wellesbourne, The Naples of the Midlands 1800-1939: A Rural Society Unravalled, (2007)

<sup>3</sup> Peter Bolton, Wellesbourne, The Naples of the Midlands 1800-1939: A Rural Society Unravalled, (2007)

<sup>4</sup> Peter Bolton, Wellesbourne, The Naples of the Midlands 1800-1939: A Rural Society Unravalled, (2007)

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So many people turned up that the meeting had to be held outside in Chestnut Square (now in the conservation area); this laid the foundation for the National Agricultural Labourers' Union<sup>5</sup>.

The village school in School Road was built in 1863 and is now the village hall.

Wellesbourne had many public houses in the 19<sup>th</sup> century but now there is only the Stag's Head (in Wellesbourne Mountford) and the King's Head, a former coaching Inn on the old Warwick Road (Wellesbourne Hastings). The Peacock Inn in Chapel Street remained open until the 1968 flood; perhaps coincidentally, the Talbot on Kinton Road closed at about the time of the 1998 flood<sup>6</sup>.



Figure 3 Village Hall

There are concerns that the development of shops and services has not kept pace with housing development, with many older shops closing although the village still retains retail outlets. There is a purpose-built medical centre in Hastings House, adjacent to the rebuilt library and Surestart Centre in Kinton Road. A fire station was built on the roundabout of Loxley Road / A429 by-pass; and the Co-op, opened at the time of the 1999 VDS, has since been enlarged.



Figure 4 Hastings House Medical Centre and the combined village Library and Surestart Centre

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<sup>5</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.31

<sup>6</sup> Peter Bolton, Wellesbourne, The Naples of the Midlands 1800-1939: A Rural Society Unravalled, (2007)

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Chedham's Yard, a wheelwright business which closed in 1965, won the BBC Restoration Village programme in 2006 and the subsequent development as a tourist and education centre has been carried out sympathetically to the surrounding properties<sup>7</sup>.

Much of the information in this brief history comes from the two Wellesbourne guides written by Rosalind and Peter Bolton.

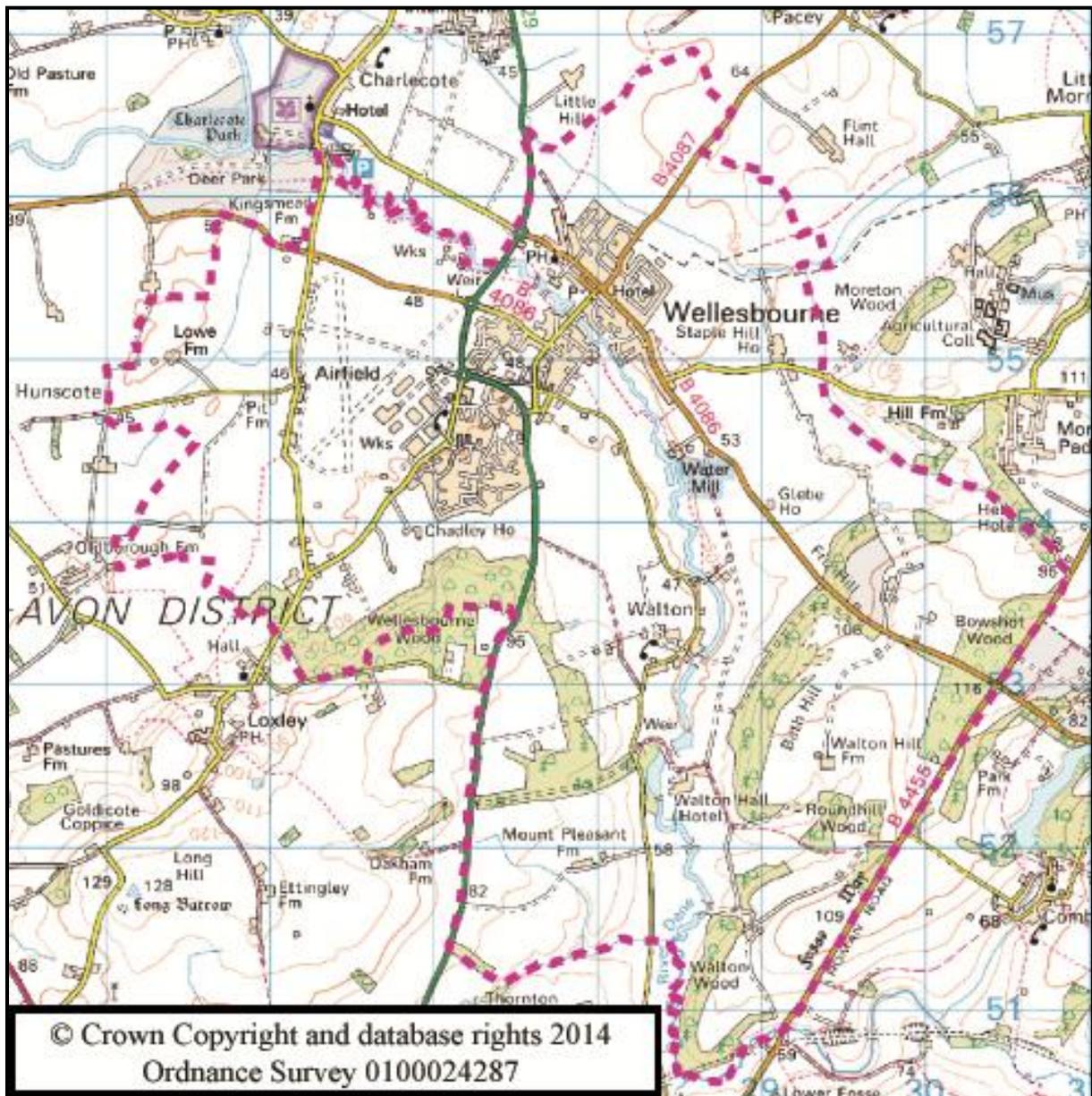


Figure 5 Ordnance Survey of the Wellesbourne Parish boundaries and general landscape & setting

<sup>7</sup> [Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan \(2011\)](#), p.23

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## Landscape and Setting

Wellesbourne village is located in the Upper Avon section of the Avon & Stour Valleys area of Warwickshire, in the south of the county. The village is surrounded by open countryside.



Figure 6 View from Wellesbourne

The village lies some 50m above sea level and is situated on Quaternary river terrace deposits (mostly sands and gravels) overlying Triassic Mercia mudstone group rocks. The soils from the deposits are suitable for farming. Land to the north-west (some of which is in Charlecote parish) is part of what used to be known as the National Vegetable Research Station,

now the Crop Research Centre of Warwick University. Fields are medium to small, flat and given over to crops of various sorts or grazing.

Some distance away, low gently rolling hills form a horse-shoe around the village with a gap to the west. These hills are predominantly Triassic in age, and some are topped with deposits of glacial till. Hills to the south, cut through by the River Dene, are heavily wooded which makes a pleasing vista from many parts the village.



Figure 7 View looking west from Wellesbourne

Built on relatively flat land, Wellesbourne merges into the surrounding countryside rather than imposing itself on it and despite its size, retains its appearance of a rural village. The edges of Wellesbourne provide a gentle transition to the open countryside, in keeping with the rural aspect, planted with trees and high hedges. On some approaches to the village, the landscaped edges both partially or fully obscure the buildings.

The A429 by-passes the village to the West. In some areas, high banks have been constructed between settlement and main road. A series of large roundabouts occur at each intersection of the A429 by-pass with village roads. These roundabouts are planted with trees. The two

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halves of Wellesbourne face each other across the River Dene, and settlement has expanded along both sides of the river above the flood plain, as well as along main routes through the village.

Walton, a small hamlet and part of the parish of Wellesbourne and Walton, lies about 1.5 miles upstream of Wellesbourne. The countryside between the two settlements is farmland with hedges and clumps of larger trees and views of the low lying, wooded hills.

The relationship between the settlement and landscape character should inform future design proposals for development within the settlement. Further detailed information about the landscape setting of the area can be found in the Stratford-on-Avon District Design Guide and the Character Map of the District. Wellesbourne fits within the 'Upper Avon' area as defined by the Character Map of the District. Further information on landscape and setting can be found in the Natural England's West Midlands National Character Areas and the Warwickshire County Council Warwickshire Landscape Guidelines.

### Watercourses

#### *Amenity Value*

Water can be both a blessing and a curse, and this is true for Wellesbourne.



Figure 8 Riverbank and countryside routes on the western aspect of Wellesbourne

The River Dene flows through the centre of the village, separating Hastings from Mountford, past Dog Close and out underneath the A429 by-pass to Charlecote where it enters the River Avon.

There are two road bridges over the Dene, one in the centre of Wellesbourne, in Bridge Street, and a second which carries the A429 by-pass. There is a footbridge downstream

known as the White Bridge.

In the course of its flow through Wellesbourne, the river provides a backdrop to many of the best views in the village. There are fields and walks along much of its length both within and outside the village. The River Dene and its associated floodplains are one of the many ecosites in the parish and are of significant biodiversity value.

The construction of the Wellesbourne A429 by-pass opened up attractive views upstream towards the village centre and these are now a feature of the landscape.

### ***Problem of Floods***

#### **River Dene**



Figure 9 Flooding in the Conservation Area, 2007

The curse of the water was evident when the River Dene broke its banks at Easter in 1998 causing more havoc than the floods of 1968 and 1977. Flood protection barriers had been erected along the south (Mountford) bank of the River Dene following the earlier floods but water got behind these in 1998 and caused serious floods in Bridge Street, Church Walk, Chapel Street and the small developments off the latter.

In spite of work carried out to prevent further floods, the River Dene flooded Wellesbourne again in July 2007. Floods caused extensive damage to property; after the 2007 flood some residents had to move out of their homes for over a year.

### **Newbold Brook**

This brook, which runs to the north of the village, overflowed in 1998 causing much damage to properties in that part of the village. This happened again in July 2007.

These floods gave rise to concerns in 1998 that too much building had taken place without the problem of drainage being adequately addressed. In the 2010 Parish Plan survey, villagers voiced concerns that any new developments must include provision for managing water run-off.



**Figure 10** Two aspects of Newbold Brook in 2013



**Figure 11** Flood defence work by the River Dene

## **Flood Risks and Management**

In the second 2010 survey, 55% of people stated that they deemed flooding to be either a fairly or very big problem in Wellesbourne. Furthermore, during both Parish Plan public meetings and during Stratford-on-Avon District Council planning consultation during the same year, serious concern was expressed regarding tentative proposals for new developments upstream of the River Dene, on the area which acts as a flood plain. Despite river works being completed by the Environment Agency to clear waterways and improve flood protection, it is clear that the population are keen not to exacerbate recent flood episodes by allowing new development on flood plains, or by allowing developments that fail to provide suitable proposals for the sustainable management of water runoff / drainage downstream of the River Dene.

## Open Spaces and Views

We should continue to recognise the importance of preservation and enhancement of the green and attractive spaces within the village and the very beautiful countryside and landscape surrounding the village.

The residents' views from the 1998 Village Design Questionnaire were that they wished to preserve the green fields, paths, verges and river walks in good order with the historic parts of the village needing preservation and enhancement for everyone. They were not to be overshadowed by ugly, ill-conceived and poorly



Figure 12 Children's amenities adjacent to the open sports field in the heart of the village

designed developments. This view has not changed in over a decade. A key point from the 2010 Parish Plan consultation of what the villagers valued was the natural environment: green spaces, walks by the river and walks through the village, reinforced by the majority of respondents wishing to retain Dog Close as open land. (52% in the original survey and only 33% in the second survey requesting it be converted to car parking).

Views from the village are generally of open countryside and this emphasises the village aspect of Wellesbourne. This could also be emphasised by the provision of shared open spaces within developments for the general use of the community.



Figure 13 Aspects of the surrounding green space & countryside surrounding Wellesbourne: A view of St Peter's church from Hampton Lucy and public footpaths on the edge of Wellesbourne

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Figure 14 The 175 yr old allotment site on the north eastern edge of the village

Views of the village from Loxley, Kineton, Ettington, Newbold, Walton and Warwick approaches are attractive. Regrettably, the road from Stratford-upon-Avon has been spoilt by the building of a large industrial unit, which dominates the approach to the village from that direction. As with other industrial developments, attempts have been made to shield the units by the planting of trees, making them blend well into the landscape and

soften the views, these are not considered to have achieved their objective despite being planted several years ago. Opportunities continue to exist for the further planting of trees to help integrate industrial buildings and should be considered as part of any future development proposals.

Fears remain that future development may continue to have a detrimental effect on the rural character of the village, unless landscape setting and landscape design issues are more fully considered and integrated into new proposals.

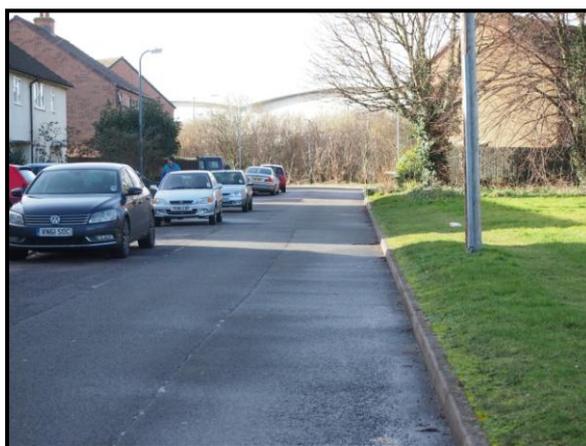


Figure 15 View of the ineffectively screened industrial units from the residential area of Baker Drive

## Building Character and Design



Figure 16 Buildings in Church Walk

Wellesbourne exhibits a wide diversity of building designs. Over many years, it has grown and evolved into a large working village, and changes in architectural styles of the periods are reflected. Historically, two centres existed; one being Chestnut Square with adjacent older buildings being linked by a river crossing to a second area leading to the Church. Subsequent developments have left these areas largely untouched but extensive zones of housing development have arisen, particularly to the south west and north east. These comprise both private and social housing, both as estates and in a linear form. In the Village Design Statement of 1999, these developments were considered in seven

zones. These zones are re-visited for this report and additional developments since that date are now included.



Figure 17 Montage of different building styles & features across the village

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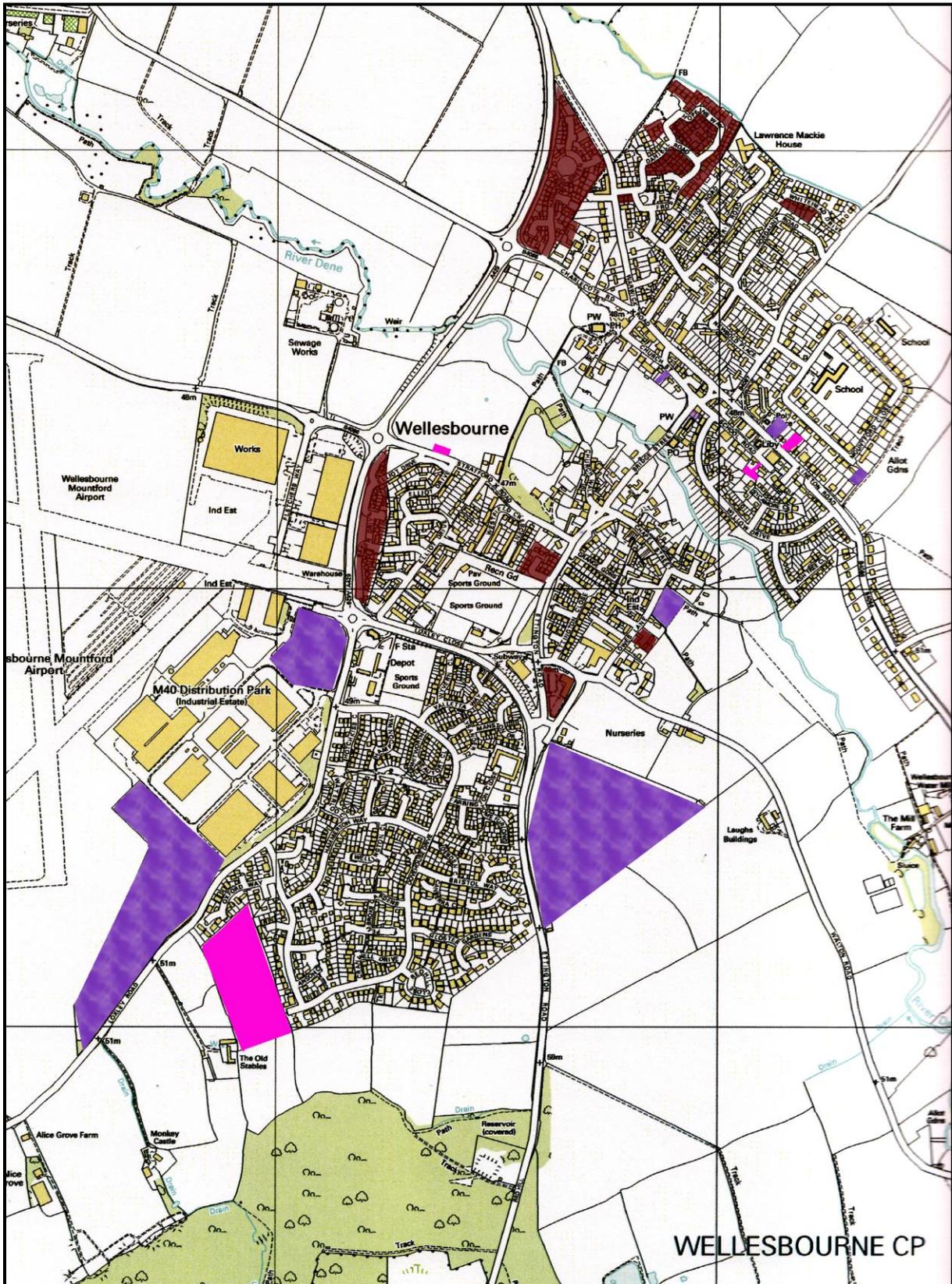


Figure 18 New build development map of Wellesbourne over the last 20 years. Burgundy shading indicates built developments; Purple shading indicates sites with approved planning permission and/or actively under construction; Pink shading indicates locations with pending planning applications. Current at the time of publication

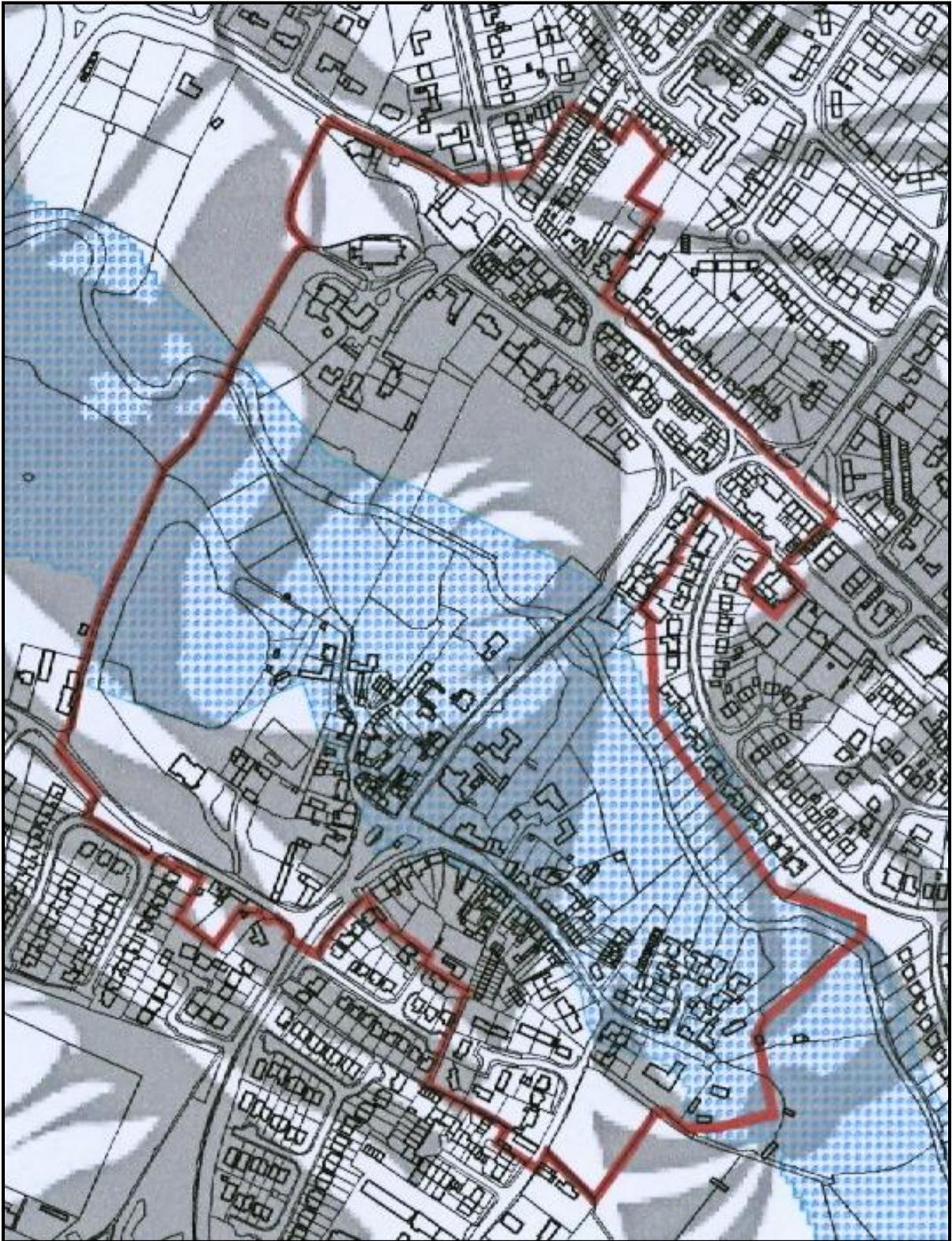


Figure 19 Conservation area. This figure highlights the conservation area of the village, indicated by the red border. The area in blue dots indicates the flood-prone areas

## ***The Historic Centre***

### **The Conservation Area**

The central part of Wellesbourne is a conservation area, having St Peter's Church to the north (Wellesbourne Hastings) and Chestnut Square to the south (Wellesbourne Mountford). Some of the finest old houses in the village are in Chestnut Square with warm, orangey-pink Warwickshire brick as the dominant building material. It is an attractive area which has evolved over time and is valued in terms of its character and amenity.



Figure 20 Listed building in Chapel Street

Properties with listed status, which perhaps best exemplify the historic character of Wellesbourne, are centred on Chestnut Square, Church Walk (which leads off to the north) and Chapel Street to the south east. Chapel Street was originally the main shopping area which is reflected in the house names today. The mix of differing styles and variety of construction materials blend to form a harmonious whole.

Roofs of tile, slate and thatch, all of differing height, sit harmoniously side by side, and share roof pitch in common. Many include dormer windows of various designs, but all harmonious in scale. Brick built chimneys are of differing dates and styles. Most of the houses facing Chestnut Square, Church Walk and Chapel Street have either short or no front gardens, creating an active frontage and enclosure to the street, and in keeping with the traditional street scene of the period.

This same street pattern is evident in houses around and leading to St Peter's Church. "Dog Close" is also in this area, bounded by a timber fence to Bridge Street, Church Street and banking down to the River Dene. That Dog Close should be preserved as a green space, a necessary "green lung" for the village, was reinforced by the majority of respondents during the 2010 surveys.

Church Street has semi-detached cottages set back from the road on one side, and a modern town house development on the other.



Figure 21 Terraced housing in Chapel Street



Figure 22 The Stags Head pub in Chestnut Square

Bricks now form the predominant building material of the village overall, whilst timber frame construction of earlier years remains a feature of several buildings in the historic centre, together with painted stucco work to some facades. Roofs are principally tile or slate, with some thatch. Wellesbourne Hall, a William and Mary house, is brick fronted with stone quoins. St Peter's Church is a mixture of grey limestone, Horton stone and

Kenilworth sandstone and its 15th century tower is either Bromsgrove or Arden sandstone. Good examples of timber framing can be seen in the Stag's Head in Chestnut Square and No.2 School Road. The development of Chedham's Yard has sought to blend sympathetically whilst being of modern construction.



Figure 23 Open timber frames visible from Garden Terrace



Figure 24 Wellesbourne Hall

### Newbold Road Area

This is an extensive area of development originating as social housing in the early post-war period. Notably, several have large gardens compared with modern houses. Subsequent additions and in-fills have resulted in brick built bungalows, semi-detached and terraced housing with a wide variety of styles and finishing materials. Roofs are tiled and pitches are fairly constant at 45 degrees.

Mature hedges fronting gardens are a prominent feature around the original housing stock in Newbold Place, and low brick walls and timber fencing line the west side of Mordaunt Road where there are some longer front gardens.

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There are a considerable number of bungalows in the area situated mainly along the west side of Hastings Road, the east side of St Peter's Road up to and including the approach to Lawrence Mackie House, and on the north side of Mordaunt Road where it comes down to join the B4087 Newbold Road. Properties are mainly red brick with some rendering and tile hanging features. Some houses have added a front porch.



Figure 25 Terrace housing in St Peter's Road

This area incorporates two purpose built sheltered housing schemes which have proved of great benefit to the village; Willet House, which is a two storey brick and tiled building at the south end of St Peter's Road, and Lawrence Mackie House, which is to the north. The latter is the larger establishment, a three storey brick building comprising self contained retirement flats and private car park. Some of the brick facades have been painted in a light colour.



Figure 26 Sheltered Housing at Lawrence Mackie House

The area has an interconnected road system which, to some extent, helps to mitigate the appearance of a large estate. Small green areas and trees also provide some enhancement, a major consideration for future developments. There are several garage courts discretely placed within the housing layout and some off-road parking on St. Peter's Road, but this is not enough to eliminate much on road parking which seems more in evidence towards Lawrence Mackie House.



Figure 27 Housing on Whitehead Drive

Whitehead Drive is a cul-de-sac off the Newbold Road to the north of Mordaunt Road. It is a later development which, apart from some terraced housing, includes several larger brick built detached homes of mixed design, incorporating gables, side entry garages, projecting bay windows and half

timber details. The road layout has a short spur which gives access to a few further houses set back from the Newbold Road as it leaves the village.

### **Elliot Drive (including Granville Road, Loxley Close and Baker Drive)**



Figure 28 Elliot Drive

The housing around Elliott Drive, off Stratford Road (including Granville Road), was originally built to house RAF personnel in the 1950s. Following the closure of RAF Wellesbourne Mountford in the early 1970s, the houses became the property of the Council, and are now largely owned by social housing associations. The houses in the first

grouping, as you leave Stratford Road, are terraced with external walls rendered and painted white or pastel shades. As you progress further into the estate there are fewer rendered facades and houses built of a darker facing brick become the norm. Roofs are generally at 45 degree pitch and are finished with brown concrete tiles. Additional building followed in this area but with different styles, facing brick or cladding being substituted for rendering. Also, a small in-fill of four bungalows has been built on one spur with open lawn and shrubs to the front.

Loxley Close forms part of the additional building, and is accessed either through Elliot Drive or from the Ettington Road where it skirts the Mountford Sports Field. The terrace house concept continues, with short spurs off this through road. Houses here are, in the main, brick built with first floor rendering to some terraces. There is some parallel off-road parking adjacent to high fencing and a mature hedge. Elsewhere there is a mix of open spaces with low walls and timber fences fronting gardens.



Figure 29 Baker Drive

Granville Road, (off Stratford Road), is a short cul-de-sac of semi detached properties with a garage court at the end. Houses on one side are of facing brickwork, while those on the other are rendered. Both low fences and hedges front gardens.

Baker Drive is approached through the most northerly entrance to Elliot Drive, where the houses look out on to a large green space screened from the

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roundabout by the thick tall hedgerow. This same hedgerow extends south the length of the A429 by-pass to the next island, so forming a physical barrier between the road and the houses of Baker Drive. This ribbon development was built in the late 1990's, between the existing Elliot Drive Estate and the by-pass. The houses are a mix of brick-built short terraces and semi detached dwellings, roofs are of brown concrete plain tiles, pitched at 45 degrees with a clipped verge detail. Distinctive features are the short pitched porches over the front doors and the use of a dark stained finish to all joinery gives the feeling of unity to the whole development. Each property has a dedicated off-road parking space either at the side or in front of the property separated with grass and planting.

### **Mountford Close**

A square containing the village primary school and its playing field, which is enclosed by a square road with housing on either side. There is one access road and footpath from Newbold Road and the north western boundary provides access to the village junior school. A second access footpath extends from Kineton Road and runs adjacent to the allotments into the top corner of Mountford Close.

The properties are both houses and bungalows, largely individually designed. Nevertheless, the overall blend is good with good use of complementary materials; the brickwork is mainly pale to orange colours, some are rendered and roofs vary between 30 and 45 degrees. A number of the houses were built as officers' quarters for RAF Wellesbourne Mountford; these have some individual characteristics but blend together with the use of a slightly darker brick than those described above. The whole area has a 'cared for' look with well tended gardens typically behind low garden walls or hedges, which front most properties. Fully grown trees shade the entrance area to the school.



Figure 30 Wellesbourne CoE Primary School and their Annexe building on Mountford Close

The north side of the 'square' is home to the junior school annex which is set behind the bungalows on the outer rim. The majority of bungalows are sited on the north and eastern side of the square, with more two storey housing to the south west.

### **The Willowdene Estate (Incorporating Birch Grove, Linden Avenue, Sycamore Close, Brookside Avenue, and Wellesbourne Farm)**

This, the largest of the developments made in the late 1960s, is in the form of a 'D' with five cul-de-sac off-shoots. It is principally the work of one national developer reflecting standard designs of the times. House designs are plain, but with relatively large windows. Light coloured bricks dominate, together with frontages of various external claddings. Extensions and modifications are widespread, including uPVC double glazing and latterly solar panels on some roofs. Dark brown concrete tiles cover roofs of differing pitches, some being the traditional 45 degrees and others a lower pitch.

The road curvature, together with a mixture of mainly two and three bedroom detached, semi-detached houses, dormer bungalows and bungalow dwellings, help to reduce the feeling of uniformity. Homes of a particular design tend to be grouped together, rather than distributed throughout the Estate. Detached houses are predominantly to the south of the site along Willow Drive and Brookside Avenue with gardens backing onto to the River



Figure 31 Willow Drive from Kineton Road

Dene. Semi-detached houses and dormer bungalows make up the majority of the remaining site, with further detached houses in the west of Sycamore Close and bungalows occupy the east end of the close.

A large grassed open area with mature trees, and wide vision splays at road junctions contribute to a feeling of space within the development. Southern parts back onto the River Dene, and fields open up to the east beyond Brookside Avenue and Wellesbourne Farm.

The northern edge of the development has its own service road running parallel to the B4086 Kineton Road, the roads are separated by a wide grass verge planted with trees.

## Westfield Crescent, Grange Gardens, Ettington Close

Together with Willowdene, these added considerably to the size of the village in the 1960s, their designs overall being typical of the period.

In general, the properties reflect the designs used by national builders at that time. The layout is "U" shaped, with a mixture of detached and semi-detached houses. Brickwork is pale buff or yellow / orange, fronted with horizontal wooden weatherboard or vertical hung tiles which complement the deep brown concrete roof tiles. Roof pitches are low, either of 30 or 17° degrees. There are grassed areas at the entrance to the crescent on the northern boundary, and



Figure 32 Two aspects of Westfield Crescent from the Stratford Road approach



the south end of the site is bounded by the cricket pitch on the Mountford Sports field. There are mature trees along this boundary and a footpath linking the top ends of the "U" layout.

Grange Gardens is a small group of predominantly detached houses built on the location of the old Grange Manor House, with a swept entrance from the south east corner of Chestnut Square. It is a cul-de-sac with one short spur. Many of the dwellings exhibit the characteristics of buildings designed in the 1960s, with half-extended frontages comprising the garage and front entrance, and in several properties the garages have been converted into living accommodation. Brickwork colours differ, upper storey timber weather boarding is much in evidence and roofs are of a constant low pitch with dark concrete tiles. Front gardens are short, allowing one car's length to park clear of the pavement.

Ettington Close is off Walton Road, just before it joins the Ettington Road. The hedges at the entrance are neatly trimmed, and have been allowed to grow in height such that they totally

screen the two bungalows immediately on the left. The close is a straight road with three lateral offshoots, and has mostly semi-detached properties following the style of the period previously described. Of particular note is the wide colour range of bricks used. The western and southern borders define the limits of the major developments of the 1960s and the adjacent grass areas provide the vital break between the "older" village and the Dovehouse estate.

### Constance Harris Close



Figure 33 Constance Harris Close

Constance Harris Close is a small in-fill development resulting from the sale of part of a large garden. It was completed in the late 1990s just south of the historic core of the village. It is a cul-de-sac comprising 12 two-storey detached family homes with small front gardens, private parking and large back gardens. The houses themselves are of red brick with front porch detail. The 45° pitched

roofs, some with gables, are finished with brown plain tiles. From an architectural point of view the development does not reflect the distinct local character of the adjacent historic centre.

### The Dovehouse Estate

The largest project to be completed in the village in the 1980's is the Dovehouse development of nearly 800 homes, to the south of the village and on the opposite side of the A429 by-pass.



Figure 34 Bristol Way, on the Dovehouse Estate

These range from moderate sized bungalows, semi- and detached 2 to 4 bedroomed houses, and individually designed 5-bedroomed properties. There is also a rectangle of warden controlled bungalows around a lawned area. The complex is unobtrusive, blending in well with the estate. The majority of other bungalows tend to be sited around the south of the development.

The fact that the Dovehouse Estate is concealed, to a certain extent, was important in maintaining the opinion of the populace, that Wellesbourne

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remains a village and not a spiral of new housing developments.

Designs vary widely, but the roof pitches, with a few exceptions, are generally lower (30°), finished with either concrete plain or pan tiles. External walls are predominantly textured brickwork interspersed with houses having vertical tile hanging, claddings and painted render. The mix of colours and designs blend successfully as a whole.

There is an extensive variety of doors and windows, the latter including bow, bay and casement windows in both hard and soft woods, painted or stained; uPVC is also very much in evidence.

Of particular note is the overall layout, with a judicious use of road curvatures, walled gardens, small green areas and trees. The roads are kept relatively short, reducing the perception of an estate, and several interesting walkways add to this. Landscaping has now matured and the overall design contributes to a feeling of space, there is a screened children's play area and a large sports field on the left of the most northerly entrance to Dovehouse Drive off the Loxley Road.



Figure 35 House on Dovehouse Drive



Figure 36 Considerate curved and open landscaping on Redhill Close. Both green space and privacy is achieved through this design

This feeling of space has not always been evident in more recent developments in the village, and it is thought that much more consideration should be given to this aspect when looking at future proposals.

Further housing exists between these larger developments referred to above, but no common design theme is evident. There is a wide variety of frontages and brick colours, with some stucco rendering. Some smaller developments of single

and double-bedroomed properties have in-filled the older parts of the village. These are mainly two storey with, exceptionally, some hidden three-storey town houses.

### ***Recent Expansion***

The principal recent expansive development sites in Wellesbourne are to the north of the village, adjacent to the Old Warwick Road, comprising of Daniell Road and Hammond Green, where substantial numbers of houses have been built, together with Charlecote Fields, a small infill of 7 properties. These are mainly detached properties, with some three-storey



**Figure 37 Children's play area in Frost Road**



**Figure 38 Open space and curved landscaping in Hammond Green**



**Figure 39 House in the Walton Way development**

townhouses and also some smaller units. This Northwards expansion follows the line of the old Warwick Road and has completely filled the open space across to the new Warwick Road (the A429). This was a big increase over the original limited number of houses along the old Warwick Road. This has resulted in some houses being built very close to the busy A429 itself, albeit being screened by trees and shrubs to dampen the impact of traffic noise.

The other new expansion is a development to the South-east of the village. Here, 7 homes form the first residential site off Walton Lane. These large individual houses share some design elements between both themselves and the locality, but the single thatched property has a more “isolated” and unique look. There have been no further developments along

Walton Lane as the road is too narrow for regular two-way traffic. The development is most visible from Willow Drive and Kineton Road across some open country but the visual impact is reduced by trees protected by preservation orders. The site is not visible from the A429 or from the sports field.

## Infill Development Sites

There have been four main infill developments in Wellesbourne over recent years.

**Huntington Court (off Lowes Lane):** This substantial site of terraced housing comprises of two and three-storey units, but gives the impression of being both relatively low and



Figure 40 Huntington Court

unobtrusive. The site style, in particular the use of brick, matches the office units built at the same time on the nearby site of what was an old warehouse. This backs onto Wellesbourne House, which has been converted to offer low rise office accommodation. Access to Lowes Lane is possible from Ettington Road and the A429 without going into the village, also access via Chapel Street.

**The Old Orchard (off Lowes Lane):** This is a small development of three relatively large houses opposite Huntington Court built in around 2000.

**Home Furlong in the Dovehouse Estate:** This limited development of small dwellings was originally a site intended for shops within the Dovehouse Estate. The houses are in the similar style to the immediate local design features.

**Co-operative supermarket:** The opening of the Co-operative supermarket nearby (accessed through an underpass) reduced the need for these shops and instead, houses were built alongside a play area. The site was overgrown waste ground, so the houses, which match the nearby dwellings in style, are a positive addition to the area. They are also of a size to match



Figure 41 The Co-Operative Supermarket off Ettington Road

first-time buyers' needs.

**Thorpe Mews:** In addition, there have been single houses on, for instance Kineton Road, and a small development of town houses (Thorpe Mews) at the corner of Church Street and Warwick Road. Thorpe Mews comprises 4 town houses in a courtyard arrangement so that the car parking is hidden behind a reduced size ground floor. Attempts have been made to align the roofline to match other buildings alongside, which has been successful from one viewpoint; similarly, the houses are located very close to the front of the site, matching the older properties and shops. This is perhaps the most evident adaptation of a development to the surroundings within Wellesbourne.



Figure 42 Thorpe Mews on the corner of Church Street and Warwick Road

## Commercial Building Design

Commercial buildings fall mainly into three categories; shops, offices, storage & manufacturing units.

### *Shops*



Figure 43 Shop frontages on Warwick Road

The main area of small and independent shops is centered north of the river, with the Co-operative supermarket being to the south. In the Parish Plan surveys all the local shops were highly valued together with the medical, veterinary, banking, library and garage services provided.

Some of the shops on the Warwick Road and Bridge Street still have the original shop fronts, and houses in Chapel Street show similar frontage. The Walton Estate built the 1960's style-shopping precinct; this comprises two rows of brick built shops with large display windows facing each

other and adjoining garages.

In earlier appraisals, the precinct was viewed as being in need of modernization. During 2010, when there was a period of debate over its future, there was a strong view that the precinct should be preserved. However, it is important here to distinguish between the support for independent shops and the particular buildings they happen to be sited in. It is



Figure 44 The precinct and facing shops on Kineton Road

clear from the results of the first 2010 survey that the village values independent shops, with facilities such as the Co-operative; the hardware store; Duncan's pet store; the Post Office; Bruno's electrical; the One Stops; and the chemist (to name a few) all being used by 70% and above of respondents. If improving the precinct means pricing the shops out of existence, then the community would prefer to keep the shops.

The Co-operative supermarket, built in the 1990's and since extended, is to the south of the river. It is very popular and both its size and location serves the Wellesbourne and surrounding population very well.

### **Offices**

There is a considerable amount of office accommodation in the village, as well as small offices between and above shops and dedicated buildings. The conversion and extension of Wellesbourne House and its outbuildings provides several office suites. Equidebt were previously the occupiers of the substantial office block opposite the Co-operative supermarket. There is also office accommodation on the airfield.



Figure 45 Offices on Ettington Road previously occupied by Equidebt

Outside the core of the village, a number of traditional farm buildings have been (or have permission to be) converted to various uses including office spaces and workshops. This preserves attractive rural buildings as well as creating employment. (For future guidance,

please refer to 'Conversion of traditional agricultural buildings', Stratford-on-Avon District Design Guide - Appendix A).

### ***Storage, Manufacturing & Distribution Units***

The main area of industrial activity in the village is on the airfield. There are small parcels of land within this area that are available for additional business uses, as designated in the District Local Plan Review (see proposal WELL.C and Inset Map 2.8). As the airfield is still, in part, an operational field under its own Air Traffic Control, any buildings erected on this site cannot be fully shielded from general view.

A belt of trees from the nearby Dovehouse Estate shield a group of older buildings, of hangar like construction, sited on the Loxley Road side of the airfield. The more recent industrial building on Stratford Road approach to the village is considered disproportional in scale, with neither consideration to materials used nor their colour. It is largely perceived to be an inappropriate building for a village. Any further building of large sheds are of significant concern to residents, not only from the visual point of view, but from the additional HGV traffic they generate.



Figure 46 Airfield “hangar-like” industrial units



Figure 47 Aerial view of the airfield and associated industrial units. The market is held on the runway tarmac between the buildings and striped triangular grass area

## The Impact of Traffic on Village Life



Figure 48 A routine Saturday. Airfield market traffic, bringing both the A429 & residents movements to a standstill

Not only has the growth in domestic and commercial building altered the design and character of Wellesbourne, it has had a major effect on traffic in the village. The growth in housing stock, the increase in young adults having to live with their parents and increased employment at the industrial site, all results in more cars taking to the village roads. The continued growth of the weekend and Bank Holiday markets on the airfield has also had a significant impact on the level of traffic in and around Wellesbourne. Despite visitors being encouraged to use the A429 by-pass through improved signage, there remains considerable build up of traffic, causing delays in and around the village, particularly from the Dovehouse Estate, which routinely restricts the movements of local inhabitants. As traffic builds up on the A429, visitors anxious to reach/depart the market are using the village streets as an alternative route, and this has a deleterious effect on village life.



Figure 49 Speeding traffic in the village

Furthermore, the increased development of the industrial units has seen a marked increase in HGVs travelling directly through the centre of the village, following SatNav “quickest routes” to/from the lorry depot. This was cited as a problem by 61% respondents, this despite recent traffic calming measures, speed indicator displays and voluntary speed trap activities.

The 2010 Parish Plan public consultation asked about a range of traffic-related issues. The two most traffic impacted roads were identified as the key thoroughfares of Newbold Road and Bridge Street with 50.4% and 56% respondents



Figure 50 Essential village centre parking by the precinct

respectively reporting occasional or regular issues. It should be noted that these two roads also prominently feature with parking issues which are directly linked to the local businesses located there. The other key roads are Kinton Rd, Stratford Rd (main thoroughfares) and Mountford Close (village school) which were all identified by approximately 20% of respondents as having similar problems.

Increasingly, residents are parking more frequently on the streets outside their homes. Frontages are too shallow to allow on-site parking and the density of building leaves no space for this. Concern is routinely raised regarding the access for emergency vehicles due to the severely restricted road widths (e.g. Church Street). Provision of adequate parking spaces would alleviate the problem and also leave more spaces around new properties, giving a more open aspect to the developments. Prospective developers are urged to give these proposals serious consideration in any future planning applications.



Figure 51 Chapel Street parking, restricting road accessibility for both public and emergency services traffic

Finally, it is also recommended that provision for cycle ways and pedestrian links be considered in future developments to reduce the reliance on vehicular transport in the village. Footpaths should continue to be constructed of sympathetic materials and additional roads, which may be needed, should be sympathetic to the context in terms of layout, materials and detailing. National policies and guidance and District Council planning policy and guidance should be strictly complied with. Grass verges, as a feature of the outskirts of our village, are to be encouraged, as a natural feature, rather than as an opportunity for an ad-hoc car parking area.



Figure 52 New A429 roundabout installed as part of the Ettington Park development

## Conclusion

### *General*

Wellesbourne residents value their village. Results from the consultations undertaken in both 1999 and 2010 showed that residents want to preserve their village from inappropriate and poorly designed developments. Residents particularly wanted to ensure the existing conservation area is preserved and/or enhanced<sup>8</sup>. Maintaining open spaces, sports facilities for all ages and general facilities, such as local shops rated equally high in peoples' estimation.

Views out of and within Wellesbourne, as seen from highways, footpaths, bridleways, public open spaces or other public areas within the settlement, should not be blocked or obstructed by any new development. The traditional diffuse edge of Wellesbourne is a major factor in helping the village blend into its rural surroundings, and significantly contributes to the character of the place<sup>9</sup>. New developments should maintain the most common edge character of the area in which it is sited within the settlement.

Wellesbourne is considered by its community to be a large rural village situated in a rural area. Any development should maintain this rural village character and feel which is as valued by Wellesbourne's residents in 2011 as it was in 1999<sup>10</sup>.

### *Housing*

Wellesbourne residents feel certain that standardised building designs where there is little or no consideration of local distinctiveness or character do not positively contribute to the village. These do not fit well in a village setting and can negatively impact on the overall local character. We would recommend that more variety be introduced in new developments using well-designed properties, which respect existing buildings.

In the 1999 VDS Consultation Questionnaire, 96% of the respondents felt that properties should be sympathetically sited and built with close observation of the rural overtones of the community, such as choice of materials, colour, size and height<sup>11</sup>. Even more respondents were concerned about the density of housing within new developments and wanted sufficient

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<sup>8</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.15

<sup>9</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.28

<sup>10</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.3

<sup>11</sup> Wellesbourne Housing Needs Survey, (August 2011), Appendix B.

landscaping within new development. This was reinforced by comments in the 2010 consultations<sup>12</sup>. Finally, more consideration should be given to housing site layout and pedestrian and vehicular access, which is felt to be as important as location<sup>13</sup>.

The above factors were considered critical: they determine whether homes overall will be pleasant places in which to live and be sensitively integrated into the local architectural vernacular<sup>14</sup>. Collectively, they will help maintain and improve upon the successful community.

### ***Industrial***

Great concern was expressed during consultations about the height of new buildings. The vast majority of residents felt that height should be restricted to an appropriate height for its context and that new industrial buildings should be sympathetic to their surroundings. Buildings with substantial mass should be avoided.

Increased industrial building will bring with it increased traffic, not only to transport the raw materials to produce goods and to carry finished products for delivery, but also to cope with workers commuting to and from their place of work. Consideration of such traffic issues must be factored in during the planning and development of future industrial and commercial builds<sup>15</sup>.

At the earliest stages, better consultation should take place between all those involved in the development process. All should be aware of the need to preserve the rural approaches and gateways to the village.

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<sup>12</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011),

<sup>13</sup> Wellesbourne Housing Needs Survey, (August 2011), Appendix B.

<sup>14</sup> Wellesbourne Housing Needs Survey, (August 2011), Appendix B.

<sup>15</sup> Vision 4 Wellesbourne – The Wellesbourne & Walton Parish Plan (2011), p.16

## Appendix I

### *Key Guidance Points From The Village Design Statement*

<b>KGP1 - Guidance on Waterways, Drainage and Related Issues</b>		
KGP1a	Future developments should include proposals for the suitable management of water run-off, and long term drainage solutions and include suitable flood defense measures using a “1 in 100 year” event model. Provision must be made for their long term maintenance.	Page 15
KGP1b	It is imperative that any development should be sited away from the flood plain of the River Dene.	Page 15
KGP1c	The flood plain of the River Dene should be retained for recreational purposes, particularly in areas adjacent to the public footpath.	Page 17
KGP1d	Future development design should take into account and preserve and/or enhance the amenity, ecological and biodiversity of the river.	Page 17
KGP1e	The views upstream from the A429 by-pass towards the village centre should be preserved. This is supported through policy EF.3 of the Stratford-on-Avon District Local Plan Review as an Area of Restraint.	Pages 12, 18& 36
<b>KGP2 - Guidance on Ecological &amp; Environmental Issues</b>		
KGP2a	Existing open spaces throughout the village and its environs should be retained and preserved. The natural green corridor along the river (as identified in page 28 of the 2011 Parish Plan) and Dog Close should be maintained as is, rather than used for alternative purposes.	Pages 12, 18, 22 & 36
KGP2b	New development should not block or obstruct views out of the village, as seen from highways, footpaths, bridleways, public open spaces or other public areas within the settlement.	Pages 13, 18 & 37
KGP2c	Any further roundabouts to be in keeping with those already present; grassed and planted with a range of trees, bushes and wild flowers.	Pages 12 & 18
KGP2d	Appropriateness of street furniture should be considered. Underground cabling television and internet services must be considered where new development is planned. Street lighting should be non-intrusive, energy saving by default with light	Page 35

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	pollution kept to a minimum.	
KGP2e	Existing trees and hedgerows should be preserved and suitably enhanced, where necessary, to retain the village identity, maintain encourage biodiversity and the creation of habitats.	Pages 13, 17 & 37
KGP2f	Existing footpaths should be preserved.	Pages 13, 17 & 37
KGP2g	Grass verges, as a feature of the outskirts of our village, are to be encouraged, as a natural feature, rather than as potential areas for car parking.	Pages 12, 18, 35 & 37
<b>KGP3 - Guidance on Development Design and Landscaping</b>		
KGP3a	From the earliest stages, it is recommended that consultation should take place between all those involved in the development process.	
KGP3b	New developments should take into consideration the conservation area, land form, visual skylines, and edge characteristics of the settlement and village boundaries, from street patterns through to materials. Further detailed information about the area can be found in the Stratford-on-Avon District Design Guide and the accompanying Character Map of the District.	Pages 13 & 17-33 & 35
KGP3c	The historical origins which have shaped the present village should be recognised so that any future development will harmonise with what already exists.	Pages 9, 11, 17-19 & 37
KGP3d	It is considered important that the village maintains a high quality and mixture of styles and that standardised “volume house designs” are not used as a solution to expansion. Any future development should comprise a variety of complementary styles and be sensitive to the diverse and individual character of the village.	Pages 17-33 & 35
KGP3e	All future developments, both residential and commercial, should be fully integrated into the landscape through suitable landscaping and the consideration of views. Due consideration should be given to their scale and sense of proportion, the appropriate use of detailing and materials and their colour to ensure they blend seamlessly into the environment.	Pages 26-27, 33, 36-37
KGP3f	Whilst some infill and redevelopments may, in principle, be appropriate, they neither reflect nor complement surrounding architecture. All future developments should take into account and respect the existing context.	Page 32
KGP3g	Landscaping provides visual breaks in both this and other developments and have softened their impact, helping retain the rural character of the village. Landscaping	Pages 26-27

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	proposals should be employed in future developments to achieve and maintain this character. Adequate provision for ongoing landscaping maintenance should be established within new development	
KGP3h	The use of short road lengths and curvatures, walled gardens and planted green areas are considered to have collectively reduced the “estate” feel of the Dovehouse. These features contribute to maintaining the village atmosphere and should be considered for future developments.	Pages 26-27
KGP3i	The feeling of space has not always been evident in more recent developments in the village, and it is felt that much more consideration should be given to this aspect when looking at future proposals. Space between and around houses should be included to allow for appropriate landscape design and screening and to help soften the impact of new buildings, hard standing and car parking.	Pages 26-27 & 37
KGP3j	Consideration should be given to design solutions that reduce the impact of noise on residential areas built close to roads.	Page 27
KGP3k	The introduction of both trees and shrubs, and the protection of existing trees, hedges and naturalised plants, should be a priority in the design of new development.	Pages 12, 18, 26 & 37
KGP3l	Whilst the Thorpe Mews three-storey roofline respects the adjacent buildings from Warwick Road, and some old three-storey houses already exist, there are no other readily identifiable areas where further three-storey buildings would be considered suitable. Such development proposals are unlikely to be supported by the village.	Page 33
<b>KGP4 - Guidance on Roads, Traffic and Transport</b>		
KGP4a	Any new roadways built into the village, particularly within new developments, should incorporate a layout and detailing that is appropriate to its context in terms of design	Page 35
KGP4b	Road and footpath signs should be of a suitable pattern and colour, with advertising signs, street furniture and lighting being sensitive to the character and use of the particular area.	Page 35
KGP4c	New developments should include footpaths to link with surrounding countryside and also with the village, to enable and encourage residents to walk to local amenities.	Pages 18 & 30
KGP4d	Footpaths should continue to be constructed of materials that are sympathetic to their context and use.	Page 37
KGP4e	Provision of adequate off street parking spaces should be considered as part of any	Pages 17, 36 & 37

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	development, together with appropriate spaces around new buildings.	
KGP4f	Any increase of on-street parking should be avoided when converting existing properties. Approval for such planning requests should only be given where this does not remove the availability of off-street parking; this would include the conversion of residential garages.	Pages 36 & 37
<b>KGP5 - Guidance on Commercial Buildings</b>		
KGP5a	The siting of new office spaces should take into account the need to reduce the volume of commercial traffic within, and through, the village.	Pages 33, 35 & 36
KGP5b	Any purpose-built offices should both fit in visually and be sympathetic to the styles and construction materials used within the village. Where cladding is used on industrial buildings, appropriate selection of colour should be made to visually integrate them into the surroundings.	Pages 32, 34 & 37
KGP5c	Sufficient off-road parking should be provided for commercial properties. This includes either extensions to current premises, conversion of pre-existing buildings or new purpose built offices.	Pages 31-35 & 37

## Appendix II

### *Sources of Evidence for Key Guidance Points*

<p>Multiple sources of evidence have been used in the compilation of this document and this appendix section describes, wherever possible, the basis for each KPG statement. Briefly, the main data collections have been achieved using: the previous 1999 VDS plus the 2004 update; both paper and online village surveys; several public consultations; face-to-face meetings with special interest groups; online village forum website; SDC/WCC data such as housing and environmental data; and regional &amp; national online databases.</p>		
<p><b>Sources of Evidence for KGPs related to Waterways, Drainage and Related Issues</b></p>		
KGP1a	Evidence gathered from village survey (55% respondents stated it was either a fairly or very big problem), public meetings (e.g. the SDC planning meeting regards the Redhill site), public consultations and statements made in the earlier VDS documents. Strength of public opinion is reflected in the KGP.	Page 16
KGP1b	Stated in the 1999 VDS, and reiterated to the authors during village survey, public meetings and public consultations.	Page 16
KGP1c	Stated in the 1999 VDS, and reiterated to the authors during village survey, public meetings and public consultations.	Page 17
KGP1d	Stated in the 1999 VDS, and reiterated to the authors during village survey, public meetings and public consultations.	Page 17
KGP1e	Views and perspectives were reflected in the 1999 VDS and in the village surveys. Furthermore, this is supported through policy EF.3 of the Stratford-on-Avon District Local Plan Review as an Area of Restraint.	Pages 18, 12 & 36
<p><b>Sources of Evidence for KGPs related to Ecological &amp; Environmental Issues</b></p>		
KGP2a	Stated in the 1999 VDS, and reiterated to the authors during village survey, public meetings and public consultations. In the first village survey, over 50% wanted Dog Close kept as a green space. 33% of respondents in the second survey wished for Dog Close to be converted for parking with 66% either objecting or offering no opinion.	Pages 12, 18, 22 & 36
KGP2b	Concern expressed in village surveys and public consultations.	Pages 13, 18 & 37
KGP2c	Concern expressed in village surveys and public consultations.	Pages 12 & 18

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KGP2d	Stated in previous VDS.	Page 35
KGP2e	Stated in previous VDS.	Pages 13, 17 & 37
KGP2f	Stated in previous VDS and supported by statements made in public consultations. 74% responses in the second survey wanted to maintain the “naturalness” of the rural footpaths and 48% expressing concern footpaths were already in poor condition. 71% wanted footpaths and walks to be close and not in driving distance. Collectively these make a strong statement for footpath preservation & improvement.	Pages 13, 17 & 37
KGP2g	Stated in previous VDS. 56% people in the second survey felt the parking problem had deteriorated, and as an issue was identified in the “hate” and “ashamed” criteria during public consultations.	Pages 12, 18, 35 & 37
<b>Sources of Evidence for KGPs related to Development Design and Landscaping</b>		
KGP3a	Stated in previous VDS. Continued support for this stance expressed during public consultations.	
KGP3b	Stated in previous VDS.	Pages 13, 17-33 & 35
KGP3c	Stated in previous VDS.	Pages 9, 11, 17-19
KGP3d	Stated in previous VDS. In the second survey in a subsection orientated around the Redhill development, 65% respondents expressed a wish for future developments to be of a mixed nature. Conversely, 88% declared objections to it being mainly “executive” style builds, 78% against it being mainly high density affordable homes, 75% against mainly sheltered housing and 60% against it being mainly ECO housing. As such, there is strong support for a mixed style sympathetic to the existing environs.	Pages 17-33 & 35
KGP3e	Stated in previous VDS.	Pages 26-27, 33 & 36 & 37
KGP3f	Stated in previous VDS. Concern was expressed in consultations and surveys on infill – 39% survey respondents wanted the now expired moratorium to continue, and 51% to either limit or consider on individual merits.	Page 32
KGP3g	Stated in previous VDS.	Pages 26 - 27

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KGP3h	Stated in previous VDS.	Pages 26-27
KGP3i	Stated in previous VDS.	Pages 26-27 & 37
KGP3j	Stated in previous VDS.	Page 27
KGP3k	Stated in previous VDS.	Pages 12, 18, 26 & 37
KGP3l	Concerns expressed during public consultations.	Page 33
<b>Sources of Evidence for KGPs related to Roads, Traffic and Transport</b>		
KGP4a	Stated in previous VDS.	Page 35
KGP4b	Stated in previous VDS.	Page 35
KGP4c	Stated in previous VDS.	Pages 18 & 30
KGP4d	Stated in previous VDS.	Page 37
KGP4e	Stated in previous VDS. Increased parking concerns expressed in both public consultations and surveys.	Pages 17, 36 & 37
KGP4f	Stated in previous VDS. Increased parking concerns expressed in both public consultations and surveys.	Pages 36 & 37
<b>Sources of Evidence for KGPs related to Commercial Buildings</b>		
KGP5a	Stated in previous VDS.	Pages 33, 35 & 36
KGP5b	Stated in previous VDS. Concern expressed in public consultations following the “unsympathetic” development of the commercial buildings on the airfield land adjacent to the A429 carriageway.	Pages 32, 34 & 37
KGP5c	Stated in previous VDS.	Pages 31, 35 & 37

## Appendix III

### *Sustainability Appraisal*

It is important that all new developments are built with sustainability in mind. The UK Sustainable Development Strategy document “Securing The Future” sets out five guiding principles to achieve this goal: living within environmental limits; promoting a strong and vibrant society; sustainable economies; ensuring robust governance; and using evidential science responsibly in decision making.

To assess the objectives of this Village Design Statement within the context of sustainability, the authors have undertaken a sustainability appraisal covering the three key facets laid out in the National Planning Policy Framework:

**Social Role** – developments should fulfil the local social requirements for present and future generations. They should be of high standards and reflect the community’s needs for health, social and cultural well being. They should support and create strong, vibrant and healthy communities.

**Economic Role** – developments should build a strong, responsive and competitive economy by ensuring appropriate land use and type is made available at the correct time for the community’s benefit. It is important that well coordinated and managed long term objectives are produced to interlock future economic, infrastructure and community benefits.

**Environmental Role** – developments should positively contribute towards protecting and improving natural, built and historic environments. By achieving this, biodiversity should improve, natural resources should be preserved, pollution and waste can be minimised and low carbon builds will become standard.

The following appraisal matrix is designed to ensure that the Key Guidance Points defined in this VDS are assessed, justified and thus acted upon to ensure that future developments positively impact the region. By looking at the individual components and assessing each against the social, economic and environmental roles defined above, a five-point score has been derived identifying high, medium or neutral impacts, both positive and negative.

As will be seen from Appendix IV, this VDS has been subject to substantial analysis and consultation, including a public consultation, Wellesbourne Parish Council, SDC and other agencies. Hence this sustainability appraisal is considered robust.

## Wellesbourne Village Design Statement

<b>Key to Score Values</b>	
<b>Score</b>	<b>Description</b>
+2	This indicates that the Key Guidance Point will have a high positive impact to the community
+1	This indicates that the Key Guidance Point will have a medium positive impact to the community
0	This indicates that the Key Guidance Point will have a neutral impact to the community
-1	This indicates that the Key Guidance Point will have a medium negative impact to the community
-2	This indicates that the Key Guidance Point will have a high negative impact to the community

### **Sustainability Appraisal**

<b>Key Guidance Point</b>	<b>Social Impact</b>	<b>Economic Impact</b>	<b>Environmental Impact</b>
KGP1a - Future developments should include proposals for the suitable management of water run-off, and long term drainage solutions and include suitable flood defense measures using a “1 in 100 year” event model. Provision must be made for their long term maintenance.	<b>+2</b>	<b>+2</b>	<b>+2</b>
KGP1b - It is imperative that any development should be sited away from the flood plain of the River Dene.	<b>+1</b>	<b>+1</b>	<b>+2</b>
KGP1c -The flood plain of the River Dene should be retained for recreational purposes, particularly in areas adjacent to the public footpath.	<b>+1</b>	<b>0</b>	<b>+2</b>
KGP1d -Future development design should take into account and preserve and/or enhance the amenity, ecological and biodiversity of the river.	<b>+1</b>	<b>-1</b>	<b>+2</b>
KGP1e -The views upstream from the A429 by-pass towards the village centre should be preserved. This is supported through policy EF.3 of the Stratford-on-Avon District Local Plan Review as an Area of Restraint.	<b>+1</b>	<b>0</b>	<b>+2</b>

## Wellesbourne Village Design Statement

Key Guidance Point	Social Impact	Economic Impact	Environmental Impact
KGP2a -Existing open spaces throughout the village and its environs should be retained and preserved. The natural green corridor along the river (as identified in page 28 of the 2011 Parish Plan) and Dog Close should be maintained as is, rather than used for alternative purposes.	<b>+1</b>	<b>0</b>	<b>+2</b>
KGP2b -New development should not block or obstruct views out of the village, as seen from highways, footpaths, bridleways, public open spaces or other public areas within the settlement.	<b>+1</b>	<b>0</b>	<b>+2</b>
KGP2c - Any further roundabouts to be in keeping with those already present; grassed and planted with a range of trees, bushes and wild flowers.	<b>+1</b>	<b>0</b>	<b>+1</b>
KGP2d - Appropriateness of street furniture should be considered. Underground cabling television and internet services must be considered where new development is planned. Street lighting should be non-intrusive, energy saving by default with light pollution kept to a minimum.	<b>+1</b>	<b>+1</b>	<b>+2</b>
KGP2e - Existing trees and hedgerows should be preserved and suitably enhanced, where necessary, to retain the village identity, maintain encourage biodiversity and the creation of habitats.	<b>+1</b>	<b>0</b>	<b>+2</b>
KGP2f - Existing footpaths should be preserved.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP2g - Grass verges, as a feature of the outskirts of our village, are to be encouraged, as a natural feature, rather than as potential areas for car parking.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP3a - From the earliest stages, it is recommended that consultation should take place between all those involved in the development process.	<b>+2</b>	<b>+2</b>	<b>+1</b>

## Wellesbourne Village Design Statement

Key Guidance Point	Social Impact	Economic Impact	Environmental Impact
KGP3b - New developments should take into consideration the conservation area, land form, visual skylines, and edge characteristics of the settlement and village boundaries, from street patterns through to materials. Further detailed information about the area can be found in the Stratford-on-Avon District Design Guide and the accompanying Character Map of the District.	<b>+2</b>	<b>+2</b>	<b>+2</b>
KGP3c - The historical origins which have shaped the present village should be recognised so that any future development will harmonise with what already exists.	<b>+2</b>	<b>0</b>	<b>+2</b>
KGP3d - It is considered important that the village maintains a high quality and mixture of styles and that standardised “volume house designs” are not used as a solution to expansion. Any future development should comprise a variety of complementary styles and be sensitive to the diverse and individual character of the village.	<b>+2</b>	<b>+1</b>	<b>+1</b>
KGP3e - All future developments, both residential and commercial, should be fully integrated into the landscape through suitable landscaping and the consideration of views. Due consideration should be given to their scale and sense of proportion, the appropriate use of detailing and materials and their colour to ensure they blend seamlessly into the environment.	<b>+1</b>	<b>+1</b>	<b>+2</b>
KGP3f - Whilst some infill and redevelopments may, in principle, be appropriate, they neither reflect nor complement surrounding architecture. All future developments should take into account and respect the existing context.	<b>+2</b>	<b>+1</b>	<b>+2</b>
KGP3g - Landscaping provides visual breaks in both this and other developments and have softened their impact, helping retain the rural character of the village. Landscaping proposals should be employed in future developments to achieve and maintain this character. Adequate provision for ongoing landscaping maintenance should be established within new development	<b>+2</b>	<b>-1</b>	<b>+2</b>

## Wellesbourne Village Design Statement

Key Guidance Point	Social Impact	Economic Impact	Environmental Impact
KGP3h - The use of short road lengths and curvatures, walled gardens and planted green areas are considered to have collectively reduced the “estate” feel of the Dovehouse. These features contribute to maintaining the village atmosphere and should be considered for future developments.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP3i - The feeling of space has not always been evident in more recent developments in the village, and it is felt that much more consideration should be given to this aspect when looking at future proposals. Space between and around houses should be included to allow for appropriate landscape design and screening and to help soften the impact of new buildings, hard standing and car parking.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP3j - Consideration should be given to design solutions that reduce the impact of noise on residential areas built close to roads.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP3k - The introduction of both trees and shrubs, and the protection of existing trees, hedges and naturalised plants, should be a priority in the design of new development.	<b>+2</b>	<b>-1</b>	<b>+2</b>
KGP3l - Whilst the Thorpe Mews three-storey roofline respects the adjacent buildings from Warwick Road, and some old three-storey houses already exist, there are no other readily identifiable areas where further three-storey buildings would be considered suitable. Such development proposals are unlikely to be supported by the village.	<b>0</b>	<b>-1</b>	<b>+1</b>
KGP4a - Any new roadways built into the village, particularly within new developments, should incorporate a layout and detailing that is appropriate to its context in terms of design	<b>+2</b>	<b>+2</b>	<b>+2</b>
KGP4b - Road and footpath signs should be of a suitable pattern and colour, with advertising signs, street furniture and lighting being sensitive to the character and use of the particular area.	<b>+2</b>	<b>+1</b>	<b>+2</b>
KGP4c - New developments should include footpaths to link with surrounding countryside and also with the village, to enable and encourage residents to walk to local amenities.	<b>+2</b>	<b>+1</b>	<b>+2</b>

## Wellesbourne Village Design Statement

Key Guidance Point	Social Impact	Economic Impact	Environmental Impact
KGP4d - Footpaths should continue to be constructed of materials that are sympathetic to their context and use.	<b>+1</b>	<b>0</b>	<b>+2</b>
KGP4e - Provision of adequate off street parking spaces should be considered as part of any development, together with appropriate spaces around new buildings.	<b>+2</b>	<b>+2</b>	<b>+1</b>
KGP4f - Any increase of on-street parking should be avoided when converting existing properties. Approval for such planning requests should only be given where this does not remove the availability of off-street parking; this would include the conversion of residential garages.	<b>+2</b>	<b>0</b>	<b>0</b>
KGP5a - The siting of new office spaces should take into account the need to reduce the volume of commercial traffic within, and through, the village.	<b>+2</b>	<b>+2</b>	<b>+2</b>
KGP5b - Any purpose-built offices should both fit in visually and be sympathetic to the styles and construction materials used within the village. Where cladding is used on industrial buildings, appropriate selection of colour should be made to visually integrate them into the surroundings.	<b>+1</b>	<b>+1</b>	<b>+2</b>
KGP5c - Sufficient off-road parking should be provided for commercial properties. This includes either extensions to current premises, conversion of pre-existing buildings or new purpose built offices.	<b>+2</b>	<b>+2</b>	<b>+1</b>

## Appendix IV

### *Responses from Public & Other Consultations*

Details below specify the feedback and input receive during the six week consultation period. They specify from whom and when the input was received by the steering committee, and also indicate the formal response to each key point raised.		
Date Received	Submitter	Input and Respective Response from the Steering Committee
05.07.13	Cllr Eric Lawley (WPC)	Councillor Lawley provided image of conversation area.
	Steering Group Reply	Incorporated map detail as Figure 2
05.07.13	Mr John Hargis	Mr Hargis requested the definition of the conservation area on the map in Figure 1
	Steering Group Reply	Incorporated in map provided by Cllr Lawley (Figure 2)
05.07.13	Mr Clive Hanley	Mr Hanley submitted the following partial email (abridged here for space purposes) indicating the historical value of Wellesbourne House: <i>“Sir/Madam, I wish to make the team members who are working on this statement aware of the historic significance of the original Wellesbourne House on Walton Road. In reading through the Wellesbourne Village Design Statement I see little reference to Wellesbourne House other than comments that it provides small office units so I feel I must make you aware of what is truly one of the best kept secrets regarding Wellesbourne. The Wellesbourne House Estate used to cover a much greater area of land to the south of the village than it does now. The original house was built sometime in the early 19th Century as a hunting lodge. Following his marriage to Juliette Magill Kinzie Gordon in 1886 the estate was purchased by William McKay Low – a wealthy entrepreneur. Wellesbourne House became their family home for 19 years until the early death of William. During their ownership William created stables for his many racehorses on land that is now “Walton Way”.</i>
	Steering Group Reply	Reference has been made on page 16 and in Key Guidance Points 3b and 3c regarding the importance of retaining areas of historic interest. The committee feels that these fulfil the relevance of Wellesbourne House specific to the remit of the VDS.

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Date Received	Submitter	Input and Respective Response from the Steering Committee
16.07.13	Cllr David Close	Councillor Close submitted five typographical and naming corrections
	Steering Group Reply	All corrections were pertinent and applied to the document
33.07.13	Mr John Hargis	Mr Hargis submitted the following partial email (abridged here for space purposes). <i>“...there is no reference to the Area of Restraint which covers Dog Close and fields further north. This area is specifically referred to in the SDC draft Core Strategy report (item CS.14). Furthermore, I'm not sure if it is within the scope of the VDS to propose an additional Area of Restraint which covers the areas designated as being of high and medium/high sensitivity in the land sensitivity survey report (areas referred to as W04, W05 and W06) which lie to the south of the village.”</i>
	Steering Group Reply	<p>Whilst the phrase “Area of Restraint” has not been used, the significance of Dog Close and the surrounding locale has already been specifically emphasised on pages 12, 16, 28 and 30 (where it is Key Guidance Point 2a).</p> <p>It is not within the remit of the steering committee to propose new areas of restraint.</p>
28.07.13	Mr John Careford (SDC Planning Department)	<p>Mr Careford submitted several comments (abridged below):</p> <ol style="list-style-type: none"> <li>i. Inclusion of images and/or annotated photographs to enhance and illustrate the narrative and identify potential design opportunities</li> <li>ii. That the VDS could highlight areas of particular sensitivity in design terms</li> <li>iii. Include a section on the landscape, setting, context, topography, views and vistas etc.</li> <li>iv. Include a map showing the evolution of Wellesbourne</li> <li>v. Highlight the key design features of each character area which any new development would have to accord with</li> <li>vi. Include some generic design advice from new developments, whilst avoiding duplication of the District Design Guide.</li> </ol>

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Date Received	Submitter	Input and Respective Response from the Steering Committee
	Steering Group Reply	<ul style="list-style-type: none"> <li>i. This work was already underway and will be included in the final print version – it's been actively omitted from the consultation versions for purposes of time</li> <li>ii. Extensive detail in the character area, commercial and traffic sections of the VDS, alongside items highlighted in the Key Guidance Points, are believed to fulfil this requirement</li> <li>iii. The sections entitled "Landscape and Setting" (page 8) and "Open Spaces and Views" (page 12) are believed to fulfil this requirement</li> <li>iv. Maps will be included in the final print version</li> <li>v. Extensive detail in both the character area and commercial sections of the VDS, alongside multiple items highlighted in the Key Guidance Points, are believed to fulfil this requirement</li> <li>vi. Whilst deliberately avoiding subjective statements, examples of generic design advice are provided in pages 25, 28, 29 and throughout Key Guidance Point section 3. Environmental impacts are also assessed in the Sustainability Review.</li> </ul>

## Appendix V

### *Key Meetings, Consultations and Events*

Data gathered from the below key meetings and events have contributed to the evidence used in writing this Village Design Statement. Its inclusion is to both describe and provide the time line of key events undertaken and experienced by the current production team, and to ensure full transparency. This section does not include details of events and meetings of the teams who wrote and produced previous VDS documents, but whose data and input has been retained in large parts in this version. Furthermore, it does not detail every conversation, email or query between the authors and SDC/WWC/other regional specialist agencies or staff.

<b>Date</b>	<b>Time</b>	<b>Event, Meeting or Activity</b>
15.04.10	7.30pm	Inaugural Meeting of the Parish Plan Task Force in the Village Hall, 16 attendees.
29.04.10	4.00pm	Meeting at Pitt House with Broadway Malyan & CEG to discuss the proposals for the Redhill Nursery Development. (Steering Group).
29.04.10	7.30pm	Parish Plan Meeting in the Village Hall, 14 attendees, 3 apologies.
06.05.10	8.30pm	Steering Group Meeting at Pitt House.
10.05.10	7.00pm	Meeting of Transport / Planning Group at 12 Redhill Close.
20.05.10	7.30pm	Parish Plan Meeting in the Village Hall, 17 attendees, 4 apologies.
03.06.10	7.30pm	Steering Group Meeting at Pitt House. Name changed from 'Parish Plan' to 'Vision 4 Wellesbourne', so removing any thought that this document was allied to the Parish Council.
17.06.10	7.30pm	Meeting of Transport / Planning Group at 12 Redhill Close.
24.06.10	7.30pm	Parish Plan / Task Force Meeting in the Village Hall, 11 attendees, 5 apologies.
01.07.10	7.30pm	Steering Group Meeting at Pitt House.
03.07.10	n/a	Web site and message board 'Vision 4 Wellesbourne' set up.
09.07.10	n/a	Banners, and posters etc. advertising the Vision 4 Wellesbourne being followed up at the School Fayre on the 18.07.10 and 'Drop-in' Day in the Village Hall on 31.07.10, were put up around the village. Letters to Businesses, Clubs and

## Wellesbourne Village Design Statement

		Societies were also delivered.
18.07.10	n/a	School Fayre - Stand/ Display boards etc. The start of our consultation with the public, very successful, nearly 100 post-it note ideas were collected.
21.07.10	n/a	Judging of Wellesbourne in Bloom, we had one table at this event.
31.07.10	n/a	'Drop-in' Day in the Village Hall. An all-day event to gain comments and views from the local population, over 200 visitors attended. Much data received and collated.
05.08.10	n/a	Steering Group Meeting in the Village Hall - Update on the Redhill Nursery Proposals given by Broadway Malyan and CEG.
18.08.10	n/a	Danny Kendall produced an 'Initial Findings and Recommendation Report' to assist the Parish Council in relation to the old Sports & Social Club building.
02.09.10	n/a	Steering Group Meeting at Pitt House. Outline and time scale of Survey Questionnaire agreed.
06.09.10	n/a	Tony Copeland produced and circulated the outline questionnaire ahead of the next Task Force Meeting scheduled for 23.09.10.
09.09.10	n/a	Community Forum at Wellesbourne Primary School.
23.09.10	7.30pm	Task Force meeting in the Village Hall. Questionnaire discussed and final inputs made.
01.10.10	n/a	Final Draft of Questionnaire produced by Tony Copeland.
06.10.10	7.30pm	Steering Group Meeting at Pitt House. Survey logistics.
09 to 10.10.10	n/a	Distribution of the Questionnaire over the weekend.
04.11.10	7.30pm	Steering Group Meeting in the Village Hall. Broadway Malyan and CEG presented their updated document - technical evidence now complete. This was followed by an initial look at the Survey results. Response Rate 15% (exceptional), usually 10% is thought to be satisfactory.

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18.11.10	7.30pm	Steering Group / Task Force meeting in the Bennet Room at the Church Centre. Number of respondents to the Survey confirmed at 752.
02.12.10	7.00pm	Steering Group Meeting in the Village Hall. 7.00pm Broadway Malyan, CEG & Malcolm Payne Group presentation showing survey and possible space usage of the Sports Club Building, followed at 8.30pm by McCarthy and Stone presenting their proposals for their Retirement Apartments on the Salmons Garage Site.
07.12.10	7.30pm	Parish Council Meeting in the Methodist Hall. Our Parish Plan is on the agenda.
06.01.11	7.00pm	Steering Group meeting at the Village Hall. Broadway Malyan, CEG and Malcolm Payne Group briefed us on their progress, costings now done and Malcolm Payne presented his ideas for the reconfiguration of the Sports Hall.
17.01.11	11.30am	Meeting with Fiona Blundell at SDC Offices. Tony Copeland and Jill Haran attended to discuss and agree timetable for the Parish Plan submission.
19.01.11	7.30pm	Steering Group Meeting at Pitt House.
03.02.11	7.30pm	Steering Group Meeting at Pitt House.
15.02.11	7.30pm	Parish Council Meeting in the Council Offices. Presentation of our Parish Plan.
21.02.11	7.30pm	Steering Group Meeting at Pitt House. First thoughts on Village Design Statement.
03.03.11	7.30pm	Steering Group Meeting in the Village Hall.
07.03.11	n/a	Vision 4 Wellesbourne. The final draft of The Wellesbourne and Walton Parish Plan emailed to Fiona Blundell at STC.
15.03.11	7.30pm	Annual Parish Meeting held in St. Peter's Church. Presentation of Vision 4 Wellesbourne, also the Future of the Sports Club Building discussed.
31.03.11	7.30pm	Steering Group Meeting at Pitt House.
12.04.11	n/a	Draft of Village Design Statement sent to Charlotte Gallagher, copied to Fiona Blundell.
15.04.11	n/a	Formal planning Application by McCarthy & Stone for the Retirement Apartments on the Salmons Garage Site.

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15/16.04.11	n/a	Broadway Malyan & CEG held a public consultation in the Methodist Hall including an exhibition to illustrate their proposals for the Redhill Nursery Site.
21.04.11	n/a	Constructive comments and feed-back received from Fiona Blundell on the Parish Plan.
28.04.11	7.30pm	Steering Group Meeting at Pitt House. Amended Final draft of Parish Plan prior to emailing to Fiona Blundell.
16.05.11	7.30pm	Steering Group Meeting at Pitt House.
21.05.11	n/a	Comments back from SDC saying that the Parish Plan is fine except for one minor point, but the VDS is problematical in some areas.
03.06.11	n/a	Tony Copeland resigned due to ill health.
09.06.11	n/a	7.30pm Steering Group at 4 Peacock Court.
29.06.11	n/a	7.00pm Steering Group Meeting in the Village Hall. Progress Meeting for Broadway Malyan and CEG to present the draft concept boards they had prepared prior to their next public consultation in the Methodist Hall on 12.07.11.
12.07.11	n/a	Broadway Malyan and CEG public consultation in the Methodist Hall.
14.07.11	7.30pm	Steering Group Meeting with Stephanie Chettle (SDC) at 4 Peacock Court.
04.08.11	7.30pm	Steering Group Meeting at 4 Peacock Court.
08.09.11	7.30pm	Steering Group Meeting at 4 Peacock Court. Review of final printable draft of the Parish Plan and the first new draft of the VDS considered, time table for this agreed.
19.09.11	4.00pm – 8.00pm	CEG public consultation in the Methodist Hall, showing their master plan for the Redhill Nursery Site, Ettington Road.
06.10.11	7.30pm	Steering Group Meeting at 4 Peacock Court. VDS - some sections to be re-written by the team. All collated and edited by AP for review at the next meeting.
03.11.11	7.30pm	Steering Group Meeting at 4 Peacock court. VDS document worked through, contentious issues discussed and cross checked to match with the guidance notes from Stephanie Chettle. Formatting to be finalised ready for the December

## Wellesbourne Village Design Statement

		meeting, which will be the final 'check point' before we submit the VDS to SDC.
01.12.11	7.30pm	Steering Group Meeting at 4 Peacock Court. Final review of VDS Draft Version 6 before submission.
15.12.11	n/a	VDS Draft Version 9b submitted to SDC.
06.02.12	n/a	Response received from Charlotte Gallagher.
19.04.12	7.30pm	Steering Group Meeting at 4 Peacock Court. Further edits to the VDS carried out, prior to submitting it again to SDC.
23.04.12	n/a	VDS Draft Version 10 submitted to Charlotte Gallagher.
30.04.12	n/a	Response received from Charlotte Gallagher. SDC have "moved the goal posts" and now expect V4W team to deliver beyond original agreed scope.
31.05.12	7.30pm	Steering Group Meeting at 4 Peacock Court. CG's Report discussed at length and a way forward planned. AP has arranged to speak with Fiona Blundell tomorrow following this meeting.
01.06.12	n/a	AP reported back (by email) on his phone call with Fiona Blundell. Some good, some bad. A Sustainability Assessment is required for the VDS. FB is prepared to meet us to discuss.
07.06.12	7.30pm	Steering Group Meeting at 4 Peacock Court. Above phone call discussed at length, and it was agreed to arrange a meeting with Fiona Blundell.
19.07.12	n/a	Meeting at Elizabeth House with Fiona Blundell. FB to forward framework and other documents to assist us.
27.09.12	n/a	AP finally received documents (via email) from Fiona Blundell. These forwarded to the team for consideration.
01.11.12	n/a	Steering Group Meeting at 6 Mountford Close. Way forward mapped out.
06.12.12	7.30pm	Steering Group Meeting at 6 Mountford Close. Sustainability appraisal.
January to June 2013	n/a	Various consultations by email and telephone between members of the Steering Committee in relation to the wording of the sustainability appraisal.

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25.06.13	8.00pm	Steering Group Meeting at 6 Mountford Close. Document review.
02.07.13	n/a	Opening of 6 week consultation period announced at Wellesbourne Parish Council Meeting. 2 copies of draft final document left with Parish Clerk for use by any residents who wish to view hard copy at Council offices and also for copy to be lodged at library with normal planning application files.
03.07.13	n/a	Electronic copy of Draft Final VDS sent to Wellesbourne Parish Council to load on their website for public to view. Notice sent to Wellesbourne & Walton News to include in next edition.
04.07.13	n/a	Notices re public consultation placed on all of Wellesbourne Parish Council notice boards including notice board in Walton.
06.07.13	n/a	Consultation statement published on the Wellesbourne Parish Council was replicated on the <a href="http://mywellesbourne.co.uk/category/community/parish-council/">http://mywellesbourne.co.uk/category/community/parish-council/</a> website.
28.08.13	07:30pm	Steering Group Meeting at 6 Mountford Close. Review and assessment of public consultation feedback. Responses compiled and incorporated into final document submitted to Stratford District Council for approval.
03.09.13	n/a	VDS to Stratford District Council planning officers to be taken to Cabinet for formal approval. Work commenced in parallel for final publication layout and document design.
03.12.13	n/a	Fiona Blundell emailed with request for minor edits.
03.12.13	n/a	Draft document returned to Stratford District Council following review of requested edits.
13.01.14	n/a	Stratford District Council formally adopt Wellesbourne Village Design Statement.
31.01.2014	07:30pm	Steering Group Meeting at 6 Mountford Close. Planning final image insertion and document formatting. Confirmed a missing OS map yet to be acquired.
07.2.14	n/a	Fully formatted VDS, complete with all appropriate images, forwarded to Stratford District Council for uploading to council website. Document dispatched for printing.

## Appendix VI

### *Acknowledgements*

The 2014 Village Design Statement has been produced by the Wellesbourne & Walton Parish Plan Steering Committee. This document is an update of the 1999 VDS and, as such, we wish to thank the following:

The previous committee for their work in creating the original framework

The villagers of Wellesbourne and Walton for their contribution through survey responses and at the public consultations

Stratford on Avon District Council, notably Mr Andrew Wharton (1999 VDS Project Officer); Miss Stephanie Chettle (2012 Stratford-on-Avon District Council Planning Policy Manager); Miss Charlotte Gallagher (2011 Stratford-on-Avon District Council Urban Design Officer); and Miss Fiona Blundell (2014 Stratford-on-Avon District Council Planning Policy Planner).

Wellesbourne Parish Council

The Council for the Protection of Rural England

Mr and Mrs Peter Bolton for information on the history of Wellesbourne

#### **The 1999 Village Design Statement Committee:**

Audrey Rose, Bev Comley, Cyril Loman, Dennis Heath, Geoff Freeman, George Shiers, Joan Lambton, Sue Wadeson, Ted Poole (Chairman), Tom Shaw.

#### **The 2014 Village Design Statement Committee:**

Adrian Wickens, Andrew Palin, Anne Morton, Alan Shepherd, Danny Kendall, Jill Haran, Tony Copeland (Chairman).

Adopted by Stratford-on-Avon District Council as a Supplementary Planning Document.

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