

**STRATFORD-ON-AVON DISTRICT COUNCIL**

**Town and Country Planning Act 1990**

Appeal refs: APP/J3720/C/19/3230367

LPA ref: 17/00392/HHENF

Appellant: Mr Robert McLachlan

Location: Land at River Cottage, Tiddington Road, Stratford-upon-Avon,  
Warwickshire, CV37 7AE

Development: Without planning permission the erection of a 0.8m stained wooden fence above an existing wall which cumulatively is 1.8m in height and the erection of a stained wooden sliding gate 1.8m in height (when measured from the public highway) both adjacent to a highway used by vehicular traffic.

Start Date: 5 September 2019

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**List of Documents being submitted**

- Appendix 1 Plan of the Conservation Area with the site outlined in red
- Appendix 2 Relevant extracts of the District Design Guide
- Appendix 3 Relevant extracts from the Stratford Conservation Area Appraisal

## 1. INTRODUCTION

1.1 This appeal is against an Enforcement Notice which was issued on the 2<sup>nd</sup> May 2019 and alleges **'Without planning permission the erection of a 0.8m stained wooden fence above an existing wall which cumulatively is 1.8m in height and the erection of a stained wooden sliding gate 1.8m in height (when measured from the public highway) both adjacent to a highway used by vehicular traffic.'**

1.2 The reasons for serving the Enforcement Notice are as follows:

*1. The unauthorised fence and gate by reason of its height, materials and finish is considered to introduce an adverse impact on the character experienced within the 'locality' of the site. The fence and gates lie within a prominent location which is visible from the public highway and fail to respect the open character of the 'locality' of the site. The unauthorised development is therefore contrary to Policy CS.9 of the Stratford-on-Avon Core Strategy (2011-2031) and Policy BE2 of the Stratford-on-Avon Neighbourhood Development Plan (2011-2031).*

*2. The unauthorised fence and gate by reason of its height, position and design form a prominent feature which harmfully detracts from the open character experienced within this part of the Stratford upon Avon Conservation Area. The unauthorised development is considered to introduce 'less than substantial harm' to the setting and special interest of the Conservation Area which is not outweighed by any public benefits contrary to Policy CS.8 of the Stratford-on-Avon Core Strategy (2011-2031) and Policy BE8 of the Stratford-on-Avon Neighbourhood Development Plan (2011-2031).*

*The District Council does not consider that planning permission should be granted because planning conditions could not overcome the objections to the development.*

1.3 A copy of the Enforcement Notice has been provided with the Councils appeal questionnaire.

1.4 The Enforcement Notice appeal by Mr Robert McLachlan has been lodged on Ground (a) only in that planning permission should be granted for what is alleged in the notice.

1.5 The requirements of The Notice are to:

**a)** Remove the fence which has been erected above the existing wall and gates along the alignment of A-B (as shown on the Plan) from the Land.

**Or**

**b)** Remove the fence which has been erected above the existing wall and reduce the height of the sliding gate to no more than 1 metre in height as identified along the alignment of A-B (as shown on the Plan) from the Land.

**AND**

**c)** Removal all the materials associated with points a) and b) above.

## **2. SITE AND SURROUNDING AREA**

2.1 The appeal site River Cottage is a two-storey dwelling, located within the Built up Area Boundary of Stratford-upon-Avon. The property sits in a prominent position on the Tiddington Road, such that its gable end is adjacent to the footpath along the Tiddington Road within the Stratford upon Avon Conservation Area.

2.2 A plan with the site outlined in red to show the relationship of the site to the Conservation Area is attached in **Appendix 1**.

2.3 The Conservation Area is characterised by stone-built dwellings, including many period properties with stone and brick enclosures to gardens, along with the presence of occasional grass verge, trees and planting.

2.4 Within the street scene mature vegetation and low stone walls are common and distinctive features.

### **3. PLANNING HISTORY/BACKGROUND**

- 3.1 The site was granted planning permission in 2005 (Reference 16/02663/FUL) for a first floor extension to the cottage including internal alternations and the conversation of the garage to a kitchen.
- 3.2 In 2016 a retrospective planning application was submitted (reference 16/03591/FUL) for the construction of a garden wall. After further discussions with the case officer the application was withdrawn in November 2016.
- 3.3 A complaint was received in August 2017 that fencing had been added to the boundary wall without planning permission. The site was inspected and it was found that a 0.8m high stained wooden fence had been erected above the existing wall. This resulted in the boundary treatment reaching 1.8m in height. A stained wooden sliding gate 1.8m in height (when measured from the public highway) had also been erected without the benefit of planning permission.

### **4. PLANNING POLICIES & GUIDANCE**

- 4.1 The Development Plan for the Council is the adopted Stratford-on-Avon District Core Strategy 2011 to 2031. The Stratford upon Avon Neighbourhood Plan was also adopted on 17<sup>th</sup> December 2018 and as such the policies within it carry full wright for decision making purposes. The following policies are considered relevant to this appeal:

#### **Stratford-on-Avon District Core Strategy (2011 to 2031)**

- *Policy CS.8 – Historic Environment*
- *Policy CS.9 – Design and Distinctiveness*

#### **Stratford upon Avon Neighbourhood Plan**

- *Policy BE2 – Responding to Local Character*
- *Policy BE8 –Designated Heritage Assets*

- 4.2 Extracts of these policies were submitted with the Councils appeal questionnaire.

#### Other guidance

- 4.3 The Council has guidance in the form of the Stratford-upon-Avon District Development Requirements SPD (adopted July 2019).
- 4.4 The Council also has guidance in the Council's District Design Guide (April 2001).
- 4.5 Extracts of Stratford-upon-Avon District Development Requirements SPD were submitted with the Council's appeal questionnaire, relevant extracts of the District Design Guide are attached at **Appendix 2**.

#### The Stratford Conservation Area appraisal

- 4.6 The Stratford Conservation Area appraisal identifies that this section of the Tiddington Road as characterised by houses set back from the road with well established gardens containing mature trees. River cottage is not set back from the road, the dwelling bounds the public highway with an overhanging bay window at first floor, hence it is significantly prominent when viewed from the Tiddington Road.
- 4.7 Relevant extracts from the Stratford Conservation Area Appraisal is attached at **Appendix 3**.

### **5. CASE FOR THE APPELLANT**

#### The Ground (a) appeal

- 5.1 The Appellant has appealed solely on Ground (a) in that planning permission should be granted for what is alleged in the notice.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that: 'If regard is to be had to the Development Plan for the purpose of any determination to be under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise'.

The National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) are also a key material planning consideration.

- 5.3 In this instance, the Development Plan comprises Stratford-on-Avon District Core Strategy (2011-2031) and the Stratford -upon-Avon Neighbourhood Plan.
- 5.4 Policy CS.1 of the Core Strategy attaches great importance to the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Therefore, all proposals should contribute towards the character and quality of the District and to the well-being of those who live and work in and visit the District.
- 5.5 Policy AS.1 relates to development within Stratford upon Avon Town. It seeks to ensure that proposals ensure that the town presents an attractive image.

#### **Visual Impact/Impact on Stratford-upon-Avon Conservation Area**

- 5.6 Core Strategy Policy CS.8 states: *"The District's historic environment will be protected and enhanced for its inherent value and for the enjoyment of present and future residents and visitors."* It also states: *"Priority will be given to protecting and enhancing the wide range of historic and cultural assets that contribute to the character and identity of the District, including Listed Buildings and their settings."*
- 5.7 In respect of proposals affecting the significance of heritage assets and their settings, the policy states:

*"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm must be justified and weighed against the public benefits of the proposal, including securing its optimum viable use."*
- 5.8 Finally, sub-section C (Appreciation, design and Management) of the policy states:

*"Proposals will be high quality, sensitively designed and integrated with the historic context."*

- 5.9 Core Strategy Policy CS.9 relates to Design and Distinctiveness and seeks to ensure that developments are sensitive to the setting, neighbouring uses, topography and existing built form within the locality.
- 5.10 Policy BE2 of the Neighbourhood Plan is a general design policy to ensure that development demonstrates a high standard of design, permeability, variety and legitimacy.
- 5.11 Policy BE8 of the Stratford-upon-Avon Neighbourhood Plan also states that 'Proposals which cause substantial harm to the special historical or architectural fabric and interest of listed buildings and ancient monuments and their settings or the Stratford-upon-Avon, Shottery or Alveston Conservation Areas will be resisted including those which affect the town's Historic Spine. Proposals which result in less than substantial harm must demonstrate public benefit outweighing that harm'.
- 5.12 Part D of the Development Requirements SPD states that 'low walls and/or metal railings (less than 1.2m in height) are more appropriate as front boundary treatments in more urban areas along streets higher in the street hierarchy'.
- 5.13 The District Design Guide seeks to ensure that boundary treatment is appropriate to the plot, street, settlement and character of an area in terms of its position, shape, size, construction and materials (para. 7.4.3).
- 5.14 The unauthorised development falls within the Stratford Conservation Area on the Tiddington Road and approximately 140m from the Clopton Bridge (a scheduled ancient monument) on the banks of the River Avon. The Stratford Conservation Area appraisal identifies Clopton Bridge (a scheduled ancient monument) as an important vehicular entrance and exit view to the town.
- 5.15 The site is located on one of the main approaches to town and views are afforded of the site from the Tiddington Road.

- 5.16 The conservation area appraisal identifies that this section of Tiddington Road as characterised by houses set back from the road with well-established gardens containing mature trees.
- 5.17 River Cottage is not set back from the road, the dwelling bounds the public footway with an overhanging bay window at first floor, hence it is significantly prominent when viewed from Tiddington Road.
- 5.18 The existing boundary wall is physically attached to the side elevation of the dwelling and immediately bounds the public footway. The unauthorised fencing has been erected above the boundary wall adjacent to an unauthorised sliding gate which is of the same height and constructed of stained wood fence panels.
- 5.19 This type of high wooden fencing is not typical of the area; Tiddington Road within close proximity of the site is typically bound by mature vegetation or low stone walls. This is considered to represent the 'locality' of the site. There are examples within the street scene of taller solid boundary treatments however no planning permission appears to have been granted for these enclosures.
- 5.20 The unauthorised fence and gate given its height, solid form and finish are considered to introduce an adverse impact on the character experienced within the 'locality' of the site and are not considered to preserve the character of the conservation area.
- 5.21 The unauthorised fence is considered introduce 'less than substantial harm' to the special interest and setting of the conservation area. There are not considered to be any public benefits which outweigh the harm of the development on the setting of the conservation area.
- 5.22 Having regard to the above, it is considered that the unauthorised development is contrary to Core Strategy Policies CS.8 and CS.9, Policy BE8 of the Stratford-Upon-Avon Neighbourhood, the Stratford-upon-Avon District Development Requirements SPD and District Design Guide.

## **6. COMMENTS ON APPELLANT'S GROUNDS OF APPEAL**

6.1 In support of their appeal, the Appellant has set out within their Statement of Case the following arguments (as summarised):

1. That the Council have permitted similar means of enclosures in the vicinity of the site.
2. That it was not within the public interest to proceed with formal enforcement action.
3. That advice was provided during the consideration of a previous planning application suggesting the current works would be acceptable.
4. Breach of the Appellants Human Rights under Article 8 (Right to respect for private and family life).

6.2 On pages 4 and 5 of the Appellants statement reference is made to a similar means of enclosure near to the appeal site.

6.3 The Council would argue that the only similar example of a means of enclosure would be that at number 53 which is approximately 300m away from the site. This means of enclosure is similar in that it is immediately adjacent to the pathway albeit it is a standard 1.8 metre panel fence. The Council would argue that this fencing does cause harm to the character of the area experienced within the locality of the site however its design is not as prominent and harmful on the street scene when compared to the appeal site. The fencing at number 53 appears to have been in situ for in excess of 4 years and as such would be immune from enforcement action should the Local Planning Authority investigate this as a new enforcement case.

6.4 The Council would also like to make the Inspector aware that an Enforcement Notice has been served on the means of enclosure present at number 6a Tiddington Road, almost opposite the gate at the appeal site. Whilst not referenced by the Appellant this is similar to the means of enclosure at the

Appeal site in that it is immediately adjacent to the footway and the Council took a similar view on the harm caused. This Enforcement Notice was served on 18<sup>th</sup> September 2019 and is not subject to an appeal.

- 6.5 In regards to the other properties raised by the Appellant the Council does not consider these to be comparable examples to the appeal site in terms of design and their location on the street. Many of the examples provided are not set immediately adjacent to the footpath and also have landscaping included within the designs to mitigate the harm caused.
- 6.6 The Council considered that it was expedient and in the public interest to pursue formal enforcement action for the reasons outlined in the Enforcement Notice and outlined within this statement.
- 6.7 The Appellant submitted a planning application reference 16/03591/FUL for consideration in 2016 which was for the erection of a garden wall. During the consideration of the application the case officer advised the Appellant that the application could not be supported and would be recommended for refusal. The Appellant withdrew the application on 23.01.2017 and then continued to seek advice from the case officer as to what alternatives to the initial scheme might be considered more favourably.
- 6.8 The Appellant was provided clear advice that a wall under 1 metre in height would be permitted development. Indeed at the time the Appellant was advised that the current wall in situ was in excess of 1 metre in height however in light of the slight increase over 1 metre it was not consider expedient to pursue at the time. The case officer also advised that a more suitable proposal could be a 1 metre high brick wall with some trellis above to allow natural growth and reduce the visual impact from the street scene. At no point during the correspondence was the Appellant advised that these works would be permitted development, in fact it is the Councils view that the Appellant was advised that any increase in height of the fencing would require planning permission. The Appellant proceeded to carry out the works without planning permission.
- 6.9 The Council also believe that the trellis recommended by the case officer at the

time would be standard trellis used on the top of many fences which allows climbers and other planting to grow and fill the gaps in the wood. The Appellant has placed large wooden panels on top of the existing wall which has almost no gaps and does not allow for the growth of climbers or other planting to mitigate the harsh impact on the street scene.

- 6.10 The Council therefore argues that the design of the means of enclosure is not what the case officer advised might be acceptable and in any case this should have formed the consideration of a planning application which was never forthcoming.
- 6.11 The Appellant has included personal circumstances in the appeal statement for the erection of the means of enclosure but then requested the details to be redacted. This being the case the Council finds it difficult to comment in great detail on these comments.
- 6.12 The Council does not dispute that the Appellants have a genuine need to secure their garden land and/or provide themselves with adequate levels of privacy.
- 6.13 However, the unauthorised fence has been subject to assessment by the Council and found to be unacceptable in terms of planning harm. This decision is made having regard to the provisions in the Development Plan and other material considerations.
- 6.14 It should be noted that the decision to remove of the original hedge was that of the Appellants, notwithstanding they could have erected a 2m high fence on their land behind this hedge to provide greater security/privacy, without the need for formal planning permission.
- 6.15 In addition, the Council has provided the Appellant with a potentially acceptable alternative boundary treatment however the Appellant chose not to follow this advice on site or submit a planning application for consideration.
- 6.16 In conclusion, whilst the Council has sympathy for the Appellant in wanting to secure their garden area and provide privacy, the Council's decision to seek its

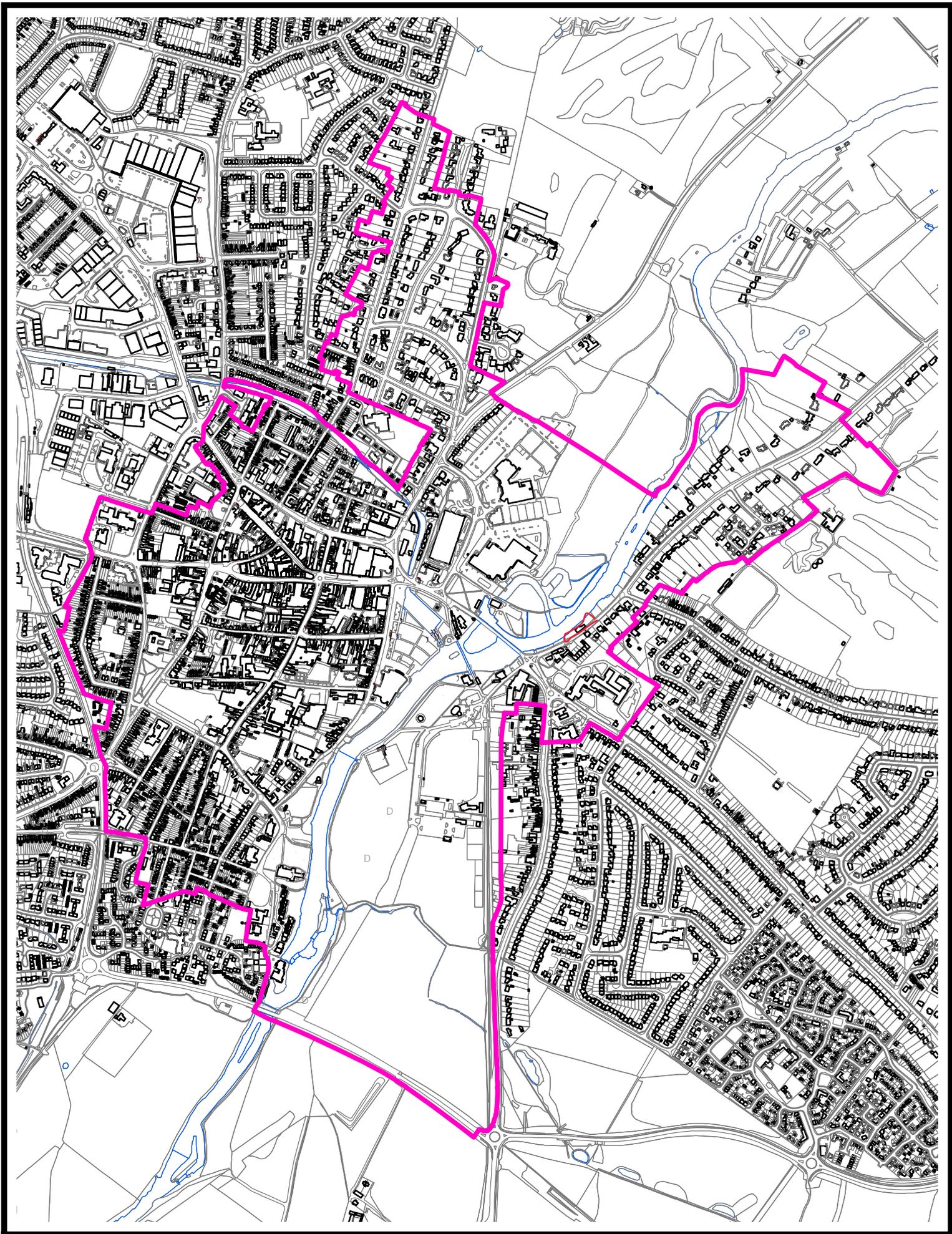
removal, is fully justified having regard to the Appellant's Human Rights under Article 8.

## **7. CONCLUSION**

- 7.1 The Appellant has appealed on ground (a) only in that planning permission should be granted for what is alleged in the notice.
- 7.2 The Council contend that the the unauthorised fence and gate by reason of its height, materials and finish is considered to introduce an adverse impact on the character experienced within the 'locality' of the site. The fence and gates lie within a prominent location which is visible from the public highway and fail to respect the open character of the 'locality' of the site. The unauthorised development is therefore contrary to Policy CS.9 of the Stratford-on-Avon Core Strategy (2011-2031) and Policy BE2 of the Stratford-on-Avon Neighbourhood Development Plan (2011-2031).
- 7.3 The unauthorised fence and gate by reason of its height, position and design form a prominent feature which harmfully detracts from the open character experienced within this part of the Stratford upon Avon Conservation Area. The unauthorised development is considered to introduce 'less than substantial harm' to the setting and special interest of the Conservation Area which is not outweighed by any public benefits contrary to Policy CS.8 of the Stratford-on-Avon Core Strategy (2011-2031) and Policy BE8 of the Stratford-on-Avon Neighbourhood Development Plan (2011-2031).
- 7.4 The District Council does not consider that planning permission should be granted because planning conditions could not overcome the objections to the development.
- 7.5 The arguments put forward by the Appellant; do not justify planning permission being granted for what's alleged in the Notice.
- 7.6 The Inspector is therefore respectfully asked to dismiss this appeal.

## **8. WITHOUT PREJUDICE CONDITIONS**

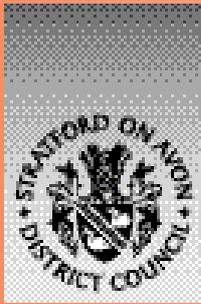
- 8.1 If the Inspectorate was mindful to grant planning permission for the development then the Council would request that the following condition is included within the decision.
  
- 8.2 Within 3 months of the date of this decision, a scheme for the staining of the fence shall be submitted in writing to the Local Planning Authority for approval, and shall thereafter be carried out in full accordance with the approved details.



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Stratford-upon-Avon Conservation Area

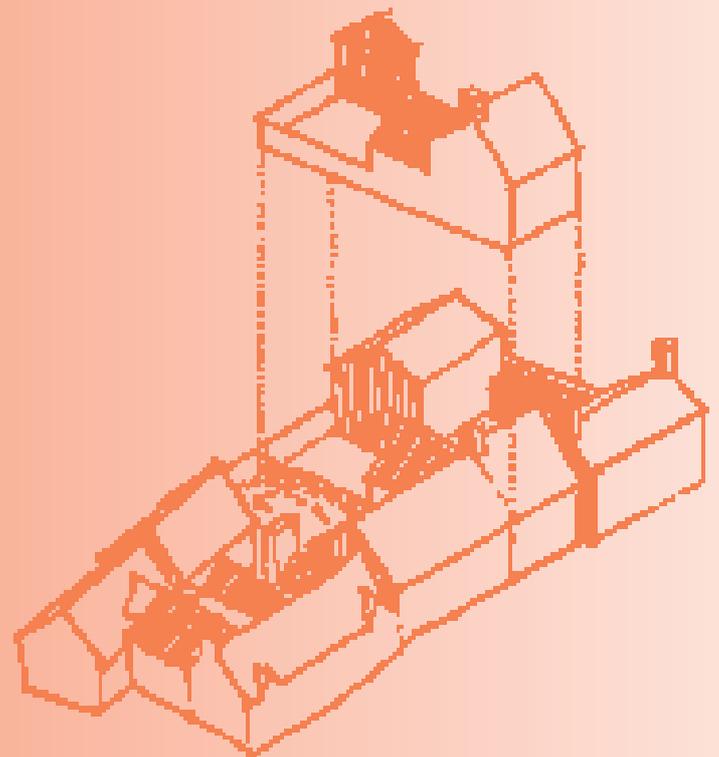




Planning

# Stratford-on-Avon

# District Design Guide



Stratford-on-Avon

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**District  
Design  
Guide**

SDC/0425/APR01

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This guide was produced, in part, with the participation of District Council Members, District and County Council officers and members of the public. The guide builds on the Countryside Design Summary adopted as Supplementary Design Guidance in September 1998. Character mapping and descriptions are based on the *Warwickshire Landscapes Guidelines*, produced by Warwickshire County Council in partnership with the Countryside Commission.

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# Table of Contents

<b>Introduction</b>	<b>1</b>	<b>Looking at the design of Plots</b>	<b>49</b>
0.1 The purpose of the guide		7.1 Variation and position	
0.2 How the guide works		Corner plots	
0.3 The structure of the guide		7.2 Building position	
0.4 Context and support		Frontage set-back	
		Orientation to street	
<b>Fundamental Concerns</b>	<b>3</b>	7.3 Density	
1.1 Quality and design of the public realm		7.4 Gardens and boundary features	
1.2 Character and identity		7.5 Parking	
1.3 Sustainability and health		<b>Looking at the design of Buildings</b>	<b>55</b>
1.4 Why the concern?		8.1 Variation and position	
1.5 Actual and visual density		8.2 Form, components and innovation	
1.6 Standard minimum dimensions		8.3 Extensions	
1.7 Highway design		8.4 Non-residential buildings	
1.8 Design, character and innovation		<b>Looking at the design and choice of Details and materials</b>	<b>61</b>
<b>The Character of Stratford-on-Avon District</b>	<b>7</b>	9.1 General principles	
2.1 A general description		9.2 Examples and specific principles	
2.2 A character map of Stratford-on-Avon District		<b>Appendix A Conversion of traditional agricultural buildings</b>	<b>71</b>
2.3 Character areas and descriptions		A.1 The principle of conversion	
Arden		A.2 The setting of the barn	
Feldon		A.3 Existing structure	
Cotswold Fringe and Ironstone Uplands		A.4 Repairs	
Avon Valley		A.5 New structure	
Stour Valley		A.6 Windows and doors	
<b>Basic principles</b>	<b>13</b>	A.7 Roofs	
3.1 A viewpoint on design		A.8 External walls	
3.2 The importance of specific features		A.9 Extensions	
3.3 Character and sustainability		<b>Appendix B Shopfronts and signage</b>	<b>75</b>
3.4 Using a settlement as a design resource		B.1 General considerations	
3.5 Innovation with a purpose		B.2 Shopfronts	
<b>Looking at the design of Settlements</b>	<b>23</b>	B.3 Signs and advertisements	
4.1 Design and landscape		<b>Appendix C List of principal villages in character areas</b>	<b>79</b>
4.2 The settlement as a whole in the landscape		<b>Appendix D Species lists</b>	<b>83</b>
4.3 The internal arrangement of settlements		<b>Appendix E Sample planting specification</b>	<b>87</b>
4.4 Movement and street patterns		<b>Appendix F Sources of local stone</b>	<b>89</b>
4.5 Landscape and open space as a network			
<b>Looking at the design of Streets</b>	<b>39</b>		
5.1 The street as a unit of character			
5.2 Variation of character and position			
5.3 The extent of the street			
5.4 The parts and arrangement of a street			
5.5 Visual integration within streets			
<b>Looking at the design of Highways, open spaces and plot series</b>	<b>43</b>		
6.1 The components			
6.2 Highways			
Other sources of guidance			
Highways and open spaces within the street			
Design and use			
Carriageways, footways and islands			
6.3 Plot series			





*Subtle but identifiable differences characterise the landscapes and settlements of Stratford-on-Avon District. The photos above show the rolling landforms and honey coloured stone of the Cotswold Fringe area and the more subtly undulating topography of the Avon and Stour Valleys with their brick and timber frame buildings.*



## ***Preface***

On the face of it, a street is an ordinary thing. Streets are everywhere. We live and work along them. We use them most every day to do the things we want to do. But while streets may be part of everyday life, they are not all the same. From a High Street to a small back lane, each route has its own distinctive character and identity. And each town or village, with its particular mix of streets, is equally distinctive. The closer you look the more you find the differences.

If this guide has a single overall aim it is to encourage people to look carefully at what makes places different. As the guide makes clear, the idea of the street is a handy way of pulling those things together. The character of a town or village has a lot to do with the character of its streets and lanes - not just the way they look but also the way they are used and cared for.

The idea of character is central to this document. All the seemingly minor features that make a place different add up to a distinctive character. The landscape of Stratford-on-Avon District is not as dramatic as some but it is distinct and recognisable in its smaller details. It is also diverse. On the surface the differences may appear subtle but the diversity is evident in many ways, from street patterns to building materials. The character map included at the beginning of the guide shows the wide range of different areas that make up the District.

Diversity and character are not the result of a single act of design. The places that we appreciate so much in our District are the product of a continuous process of change involving many people over many years. The challenge we face now, and in the future, is to manage that change in order to foster and protect the identity of place. Planning must be a positive force for achieving a balance between innovative, imaginative change and the positive qualities of the environment as it comes down to us.

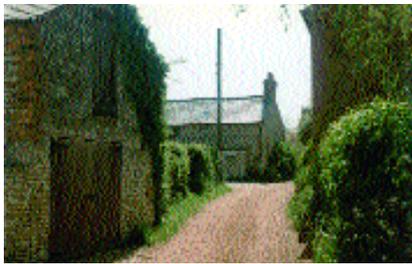
Stratford on Avon District Council is developing and using a range of methods and techniques to instil local character in new development and ensure what we do is sustainable. Village Design Statements and Parish Appraisals, prepared by the public, are already influential in planning decisions. The District has also been active in pursuing a number of initiatives under Local Agenda 21.

I welcome this Guide as another tool the Council has for improving the quality of the environment and achieving development that is local, sustainable and equitable. The District deserves nothing less.

*Robert Stevens*

***Leader, Stratford on Avon District Council***





*The Arden and Feldon areas pictured above have been identified as distinct areas since at least the Middle Ages. The more wooded Arden has dispersed settlements of mainly timber frame and brick while the more open Feldon is characterised by compact settlements predominantly of Lias stone.*



# Introduction

- 0.1 The purpose of the guide
- 0.2 How the guide works
- 0.3 The structure of the guide
- 0.4 Context and support

## The purpose of the guide

**0.1.1** The purpose of this guide is to provide design guidance to applicants for planning permission, including Listed Building Consent, Conservation Area Consent and Express Consent for advertisements, in Stratford-on-Avon District. The main objective of the guidance is to help secure designs that are:

- Local
- Sustainable
- Equitable

## How the guide works

**0.2.1** As a working document, the guide is intended to serve as a common source of information and guidance for all those involved in the planning process. It is not intended as a detailed account of all parts of the District nor a source of ready-made design solutions. Rather, the guide sets out a range of general issues and principles concerning design that the Council regards as necessary to consider in formulating specific designs.

**0.2.2** Applicants for planning permission, including Listed Building Consent, Conservation Area Consent and Express Consent for advertisements, must demonstrate in the material submitted that they have given due consideration to the issues and principles set out in this guide in the formulation of proposed designs. For details concerning specific documents, drawings and other information required with applications, please refer to application forms and Stratford-on-Avon District Council's Planning Practice Notes.

**0.2.3** To achieve the objectives of this guide, the central focus is the distinctive, local, qualities of the District. The guidance works on the basis that new development should share some of the characteristics that define the area in which it is located. It should be clear that the new development has features in common with buildings and landscapes of a similar kind in the surrounding area. The guide sets out general principles and methods to help achieve this aim. Also, as becomes clear in the guide, **achieving designs that are local can make a significant step toward achieving development that is sustainable and equitable.** The focus on character does not mean the other two main considerations are any less important.

**0.2.4** The application procedure should, in outline, involve the following:

- check the proposal is acceptable in policy terms;
- determine requirements to be accommodated on site as set out in the District Local Plan and Planning Practice Notes and Development Briefs if applicable;
- identify the character area, as described in this guide or the Stratford-on-Avon District Character Map, within which the development is proposed;
- read the information regarding that area in this document and any relevant Village Design Statement, Conservation Area or other document;
- by visiting the site and using this guide, identify the specific characteristics that make up the site and the area in which the development is proposed;
- discuss proposals with planning and conservation officers;
- demonstrate, in text and graphics, that the design submitted shares a sufficient number of those characteristics or justify their absence.

## The structure of the guide

**0.3.1** The guide is divided into nine principal chapters and six appendices. The first chapter covers the fundamental concerns motivating the production of this guide. The second includes a character map of Stratford-on-Avon District with descriptions of the different character areas within the District. The third chapter introduces some basic principles of design. Chapters four to nine cover more detailed issues of design working through levels of scale from the settlement as a whole in the landscape down to materials and details. The appendices cover more specific and technical matters.

## Context and support

### The relationship of this guide to other policy and guidance documents

**0.4.1** This document is meant to be used alongside a number of others that set out policy and guidance relating to design. The diagram below shows the position of this guide within the structure of policy and guidance operating in Stratford-on-Avon District. Those documents higher up the list cover larger areas. In the case of supplementary planning guidance, the documents are intended to be complementary. Those covering smaller areas provide more detailed advice limited to a particular area. The documents listed below are bound A5 or A4 documents unless otherwise noted.

### Policy

- Regional Planning Guidance for the West Midlands Region
- Warwickshire Structure Plan
- Stratford-on-Avon District Local Plan

### Supplementary Planning Guidance

#### Countywide

- *Warwickshire Landscapes Guidelines*
- *Roads and Transport for Developments*

#### Districtwide

- *A Rural Strategy for Stratford-on-Avon District*;
- *Planning Practice Notes*;
- **THIS GUIDE - Stratford-on-Avon District Design Guide**;
- *Countryside Design Summary for Stratford-on-Avon District*, a summary of the District Design Guide in poster format;
- *Access Design for People with Disabilities*, advisory leaflet;
- *Landscape Design: Advice for new development sites*, advisory leaflet;

#### Individual settlements or parts of settlements

- *A Sustainable Parking Strategy for Stratford-upon-Avon*;
- Village Design Statements, in various formats;
- Parish Appraisals;
- Conservation Area Documents;
- *Signs and Advertisements in Conservation Areas*, advisory leaflet;

#### Specific sites

- Development Briefs

**0.4.2** Guidance in this document supersedes previous advice contained in the *Design Guide for Residential Conversion of Redundant Farm Buildings*.

**0.4.3** The emerging Local Bio-diversity Action Plan and documents issued by the Cotswold Area of Outstanding Natural Beauty Joint Advisory Committee may also contain relevant policy and guidance for particular parts of the District.

**0.4.4** Support for this guide is provided at various levels including, Planning Policy Guidance notes PPG1(Revised): *General Policy and Principles*, PPG3, *Housing* and PPG7 (Revised): *The Countryside-Environmental Quality and Economic and Social Development*; the companion guide to Design Bulletin 32, *Places, Streets and Movement*; the DETR/CABE guide, *By Design*, the Countryside Agency's Countryside Character programme; Warwickshire Structure Plan 1996-2011; the Stratford-on-Avon District Local Plan and the Stratford on Avon District Council Eco-Management and Audit Scheme Environmental Programme. The guide was initiated by Council resolution and was produced, in part, with the participation of Council Members, District and County Council officers and members of the public including specialists in geology, landscape, ecology, architecture, urban design and history.

**0.4.5** This guide builds on the Countryside Design Summary adopted as Supplementary Planning Guidance by the Strategy Committee on 7 September 1998. The core, objective information used in identifying the character areas was provided by the *Warwickshire Landscapes Guidelines*, produced by Warwickshire County Council in partnership with the Countryside Commission.

**0.4.6** A Consultation Draft of this guide was circulated for a period of six weeks from 28 April to 9 June 2000. 600 copies were issued to a list of consultees that included District and County Council Members, Parish/Town Councils/Meetings, District and County Council Officers, neighbouring Councils, amenity bodies and civic societies, housebuilders, developers, housing associations, architects and other agents operating in the District as well as relevant academic institutions.

**0.4.7** This Guide was adopted as supplementary planning guidance by the Stratford-on-Avon District Council Planning and Regulation Committee on 18 September 2000.

# Fundamental Concerns

# 1

- 1.1 Quality and design of the public realm
- 1.2 Character and identity
- 1.3 Sustainability and health
- 1.4 Why the concern?
- 1.5 Actual and visual density
- 1.6 Standard minimum dimensions
- 1.7 Highway design
- 1.8 Design, character and innovation

## Quality and design of the public realm

**1.1.1 There are several concerns that have prompted this guide. One of the foremost is the overall quality of our environment. Of particular concern are the streets, lanes, squares and greens that make up our villages and towns - more generally, the *public realm*.** This concern is based on the idea that any new development involving *public* streets or spaces entails a responsibility on the part of *private* individuals or groups. That contribution should be seen to improve the quality and character of the public realm for the benefit of the community as a whole. This is a general concern that has been voiced at the national level in the form of recent documents and Planning Policy Guidance Notes such as *Quality in Town and Country*, PPG1 (Revised), PPG3 and *By Design*. These documents have firmly established design as a material consideration in planning. The Stratford-on-Avon District Design Guide is intended to clarify the Council's position toward design in that context.

## Character and identity

**1.2.1 Another, related concern is the identity and distinctiveness of the towns, villages and landscapes in the District. A common complaint is that new development tends to look the same wherever you go.** In many cases developers strive to establish a national profile at the expense of local character. The things that make places special, from street pattern to individual buildings and materials, are too often ignored or at risk. Again this is a concern that has been voiced at the

national level. Recent documents such as PPG 1 (Revised), PPG3, *By Design* and the companion to Design Bulletin 32, *Places, Streets and Movement* underline the importance of maintaining the characteristics and features that give places their identity. The guidance in this document aims to provide more specific means for identifying local character and creating new designs that enhance the unique character and qualities of the District for the good of both present and future generations.

## Sustainability and health

**1.3.1 A further general concern is the short and long term health of the environment. At the local level, the priorities of the District Council include promoting environmental sustainability, in particular accessibility, rural transport, conserving energy and resources and reducing pollution.** This concern is reinforced at the national level within the realm of planning in PPG 1 (Revised) which gives it top priority under the general description of sustainable development. The implications of sustainable development run through all levels of design from the location of development to the orientation of buildings down to the choice of building materials. Consequently, the issue is dealt with throughout this guide as opposed to being left to a separate section.



High Street, Alcester, Arden area, the principal public street in the town



House built of local Hornton stone, Avon Dassett, Cotswold Fringe area



Hedge laying in Alderminster, Stour Valley area

## Why the concern?

1.4.1 A concern for the quality and character of the environment suggests something is not quite right with the way things are going. What are the problems that give this impression? In outline they are the negative sides of the three concerns noted above. **New development appears to be diminishing the quality and accessibility of the public realm. It seems to be eroding the character and identity of places and putting its long term health at risk.**

## Actual and visual density

1.5.1 Dealing in particular with residential development, there are a number of specific aspects of recent designs that give cause for concern. One is the actual and visual



A rural village,  
Preston Bagot, Arden Area



A small town centre,  
Shipston-on-Stour, Stour Valley area



Dense suburbia,  
Long Itchington, Feldon area

density of development. This issue needs to be seen in relation to traditional rural villages on the one hand and the historic cores of larger villages and towns on the other. Rural villages generally have a very low density and significant areas of open space and planting both in private gardens and public greens. Connection to the countryside is also much more direct. In contrast, the historic centres of larger villages and towns tend to be built at higher densities with terraced and attached buildings creating a distinct building line and well defined street spaces.

nor the well defined building line and street space of the town. There is little or no space for significant planting but there is no positive definition of the street space.

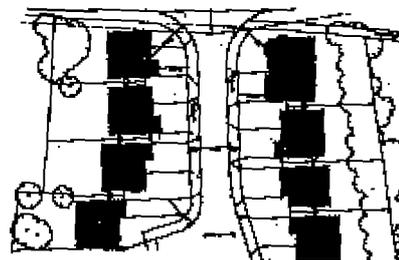
## Highway design

1.7.1 A further problem with dense suburban development is that standard minimum dimensions are also applied to the street itself in isolation from the arrangement of the houses. Because these standards are applied uniformly it contributes significantly to the apparent uniformity of new development and its lack of local character. Where existing villages and towns may have a main street with a wide carriageway, wide grass verge and a row of trees contrasting with side streets with only narrow pavements, new development is almost exclusively

made up of a standard width carriageway and standard width pavements. This problem is most pronounced in larger developments where it is often difficult to tell one street from another. **Often, in an effort to break up the potential monotony of such layouts, the houses are arranged in groups. The groups tend to have little relation to the arrangement of streets and the result is merely a fragmentation of the street with backs and sides of houses facing the street in an unco-ordinated and disorienting way.**

## Standard minimum dimensions

1.6.1 The sense of crowding in new development, which might be called 'dense suburban', is due to a number of factors arising from the attempt to create a suburban ideal using minimum dimensions. The ideal is a detached house set back from the street and surrounded by garden with significant trees and planting. The reality is a detached house set back only far enough to allow for car parking which takes up most of the front garden while side gardens are reduced to the minimum, often as little as 2 metres, and the back garden is limited to 11 metres in order to achieve the conventional minimum distance of 21 metres between the backs of houses. **The effort to use detached houses in a space better suited to terraced houses has the benefits of neither the rural village or town ideal. It gives neither the open space and planting of the rural village**



A dense suburban  
layout applying  
minimum standard  
dimensions

**1.7.2** The common use of culs-de-sac with standard dimension turning heads raises a number of issues. **One consequence of cul-de-sac development is that it tends to concentrate traffic at the base of the street. All traffic must come in and go out by the same route.** Particularly if there is a large ‘tree’ arrangement with several smaller culs-de-sac leading to streets that feed into a ‘distributor’ cul-de-sac, the traffic at the base of the ‘trunk’ of the tree will be very heavy. **The quiet at the top is paid for with the increased traffic, noise and pollution at the bottom.**

In cases where there is a large cul-de-sac with several branches, **the response is often to orient the houses solely onto the culs-de-sac. The road that serves the culs-de-sac is thus transformed into a corridor almost exclusively for the motor car.** It is not enlivened by the fronts of houses with windows and front doors facing the street, people working on gardens, getting in and out of cars, going in and out of houses. Rather, the street is lined by blank walls or fences, an environment that is generally inhospitable to the pedestrian.



*A result of cul-de-sac development: a blank, inhospitable estate distributor road*

**1.8.4** The aim of the guidance in this document is to make use of the connection between tradition and innovation and get away from the polarisation between the two. The guide recognises that just as traditions do not have value purely because they are old and established, innovations do not have value purely because they are new and fashionable. **Both traditions and innovations must have a purpose and ideally more than one. They must fit into the web of people’s current activities and interests. This guide encourages innovation but innovation with explicit purposes within a particular, local context.**

## Design, character and innovation

**1.8.1** The principal way this document seeks to address the issues raised above is through the idea of character. Another way of saying ‘character’ is to say identity or distinctiveness. **Character is the combined effect of all those features that make a place identifiable.** What are those features? It could be said that everything matters - all the features you could point out. Such a definition is clearly unworkable in practice. **For the purposes of this guide, the descriptions and principles will focus on a selection of aspects that contribute to the character of the countryside and settlements in the District.**

**1.8.2** The selection has been based on the need to choose characteristics that are readily observable as well as readily taken as considerations in design. Again, the central focus of this design guidance is the distinctive, local, qualities of the District. The basis of the guidance is that new development should share some of the aspects that contribute to the character of the settlement in which it is located.

**1.8.3** The focus on the idea of character and local distinctiveness is not intended to be a barrier to innovation. Rather it should be seen as a kind of filter and stimulus for innovation. Local distinctiveness is a specific context in which the energy and vitality driving innovation can be channelled and focused in particular directions. Tradition and innovation are not pure and absolute entities. Today’s tradition was yesterday’s innovation. One cannot exist without the other. They are tied together in the longer term process of communities, global and local, working and living in particular places and responding to particular circumstances.



*New house, Loxley, Feldon area. The design demonstrates a modern reinterpretation of a traditional, local type*

## The five main character areas within Stratford-on-Avon District



# The Character of Stratford-on-Avon District

# 2

- 2.1 A general description
- 2.2 A character map of Stratford-on-Avon District
- 2.3 Character areas and descriptions
  - Arden
  - Feldon
  - Cotswold Fringe and Ironstone Uplands
  - Avon Valley
  - Stour Valley

## A general description

**2.1.1 In looking at the character of Stratford-on-Avon District it is worthwhile to note that character is not entirely a matter of the physical aspects of a place. Firstly, the location of the District within a larger context influences its perceived character.** The setting and surrounding regions - the places you have to go through to get to the District - contribute to its identity. This consideration underlines the fact that character is only possible to identify by comparison and the contrasts between one place and another. **Secondly, character involves far more than the bricks and mortar of a settlement. The human activities that have taken place and continue to take place in a settlement also make a significant contribution to character.** The character of the District is the result of an extended historical development, involving many generations of people living and working in particular places.

**2.1.2** Stratford-on-Avon District lies in Midland England in the county of Warwickshire. It is a rural district corresponding to the southern third of historic Warwickshire and encompasses the historic towns of Stratford-upon-Avon, Henley-in-Arden, Alcester, Shipston-on-Stour and Southam. The general character of Stratford-on-Avon District is one of rolling lowland countryside, much of it arable farmland. That character is all the more obvious when compared with such areas as the flat fenland of the east Midlands, the mountains of the Peak District or the estuaries of Essex. A closer look reveals, however, that Stratford-on-Avon District lies at the confluence of several broader character areas and its own character is far from uniform. The geological features and climate of the area and the impact of several thousand years of people living and working on the land have created a landscape of subtle but real variation. Travelling from north to south, for example, the differences are clear. The hamlets, winding lanes and small fields of the more wooded Arden in the north-west give way to the open areas of grazing and larger scale fields of the Avon and Stour valleys with their closely built villages. From there, south, the ground rolls gently to the steep scarp slope of Edgehill and the downland of the Cotswold fringe. The downland and broad valleys are marked by medium scale fields of arable and pasture, dotted with compact stone villages. These differences form the basis for identifying distinct regions within the District. These regions, or character areas, in their turn provide the basis for design guidance. The features taken into

account include the underlying geology, the landform, the variety and number of trees and other plants, the shape and size of fields and the way they are managed, the pattern of roads and settlements and their internal structure and the building materials out of which the towns and villages are made.

## A character map of Stratford-on-Avon District

**2.2.1** There are five main character areas within Stratford-on-Avon District as shown in the map to the left: the **Arden**, the **Avon and Stour Valleys**, the **Cotswold Fringe**, the **Feldon** and the **Ironstone Uplands**. The Feldon and Arden correspond in large part to historically recognised regions. The terms Arden and Feldon were current by medieval times. Arden derives from the British *ardu* meaning 'high, steep', Feldon from the Old English *feld* meaning 'open land'. Further, early settlements and agricultural activity tended to centre on river valleys, principally the Avon, Arrow, Alne and Stour. It is also notable that while the District is an administrative entity with 'artificial' boundaries, many of those boundaries correspond to 'natural' boundaries such as river basin divides. The District lies almost entirely within the drainage basin of the River Avon. The northern and southern boundaries of the District fall approximately on the divides with the greater basins of the Rivers Trent and Thames.

**2.2.2** Each of the character areas is further divided into sub-areas to account for more local differences. The areas and sub-areas are intended to provide a general record of the character of the district as a whole but is not intended to account fully for the details that make places unique. The boundaries identify areas in which there is a degree of similarity in terms of landscape and settlement pattern. The character map and later chapters of this document describe some of the general similarities as well as differences that make each area identifiable.

See **Appendix C** for a list of settlements indicating the character area in which they are found.

## Character areas and descriptions

### Arden

#### 2.3.1 Birmingham plateau fringe (a)

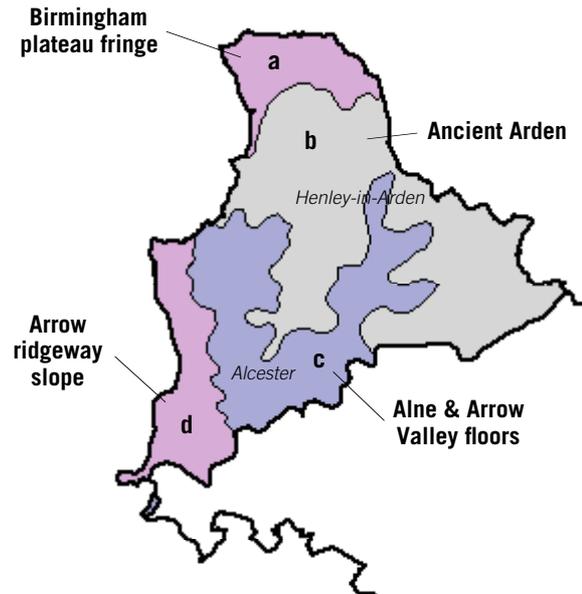
- Gently rolling land form, the upper end of the River Blythe basin, draining north to the Trent with no clearly defined valley;
- Belts of mature trees associated with estates; many ancient woodlands, small in size and often with irregular outlines; areas with a well defined pattern of small fields and paddocks; thick roadside hedgerows, often with bracken;
- A network of minor lanes with scattered hamlets and ribbon development;
- Main building materials are timber frame and brick;

#### 2.3.2 Ancient Arden (b)

- Varied undulating land form with occasional steep scarp slopes, principally draining to the River Alne without a clearly defined basin;
- Hedgerow and roadside oaks; an ancient irregular pattern of small to medium sized fields; field ponds associated with permanent pasture;
- A network of winding lanes and trackways often confined by tall hedgebanks; many scattered hamlets and farmsteads, mostly on slope sides with larger villages or towns on hilltops or valley bottoms;
- Main building materials are timber frame and brick with some Arden Sandstone and Blue Lias Limestone;

#### 2.3.3 Alne and Arrow valley floors (c)

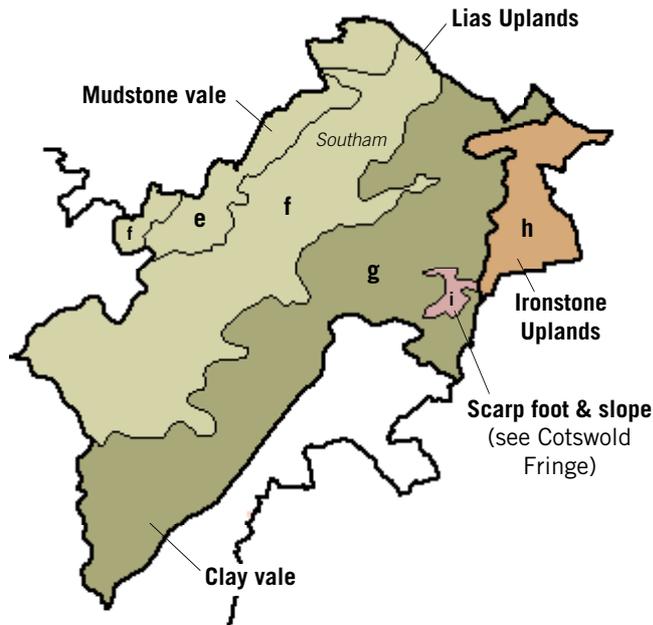
- Middle reaches of the Alne and Arrow rivers in fairly distinct basins, the edges defined by narrow floodplains extending to large scale rolling land form;
- Winding hedgerows along the edge of the floodplain; grazing meadows, often with patches of wet grassland; a semi-regular pattern of medium to large sized fields; mature hedgerow and roadside oaks;
- A varied settlement pattern of small villages and scattered farmsteads, generally lying near a river or stream;
- Main building materials are timber frame, brick and Blue Lias Limestone;



#### 2.3.4 Arrow ridgeway slope (d)

- Higher side of the River Arrow basin, including dividing ridge and ridgeway; large scale rolling land form with occasional steep scarp slopes;
- Large woodlands, often associated with rising ground; mature hedgerow and roadside oaks; a semi-regular pattern of medium to large sized fields;
- Very few small villages and scattered farmsteads; Main building materials are timber frame, Blue Lias Limestone and brick;

# Feldon



## 2.3.5 Mudstone vale (e)

- Small flat valley with occasional small rounded hills, draining to the Avon at right angles to the line of the valley; a further area forms the foot of the River Itchen;
- A medium to large scale geometric field pattern; small areas of permanent pasture often with well preserved ridge and furrow; wide roadside verges typically bounded by a thick hedge and ditch; numerous hedgerow elm stumps;
- Scattered farmsteads and dwellings and the village of Long Itchington;
- Main building materials are Blue Lias Limestone and brick;

## 2.3.6 Lias uplands (f)

- A varied rolling land form often associated with steep wooded scarp slopes, mostly draining to the Rivers Dene and Itchen without clearly defined basins;
- Many hedgerows and roadside trees; well defined geometric pattern of small to medium sized fields; disused quarries with semi-natural grassland and scrub
- Compact villages sited on hill and ridgetops, hill sides and along narrow valley bottoms;
- Main building materials are White Lias Limestone (now known as Langport Member Limestone), Blue Lias Limestone and brick;

## 2.3.7 Clay vale (g)

- Broad flat valley with occasional small rounded hills, the valley running at right angles to the lines of the Rivers Stour, Dene and Itchen;
- A medium to large scale geometric field pattern; small areas of permanent pasture often with well preserved ridge and furrow; wide roadside verges typically bounded by a thick hedge and ditch; numerous hedgerow elm stumps;
- Relatively few, straight roads with few, small compact villages sited by streams along with scattered farmsteads and dwellings;
- Main building materials are Blue Lias Limestone, 'Hornton Stone' (Marlstone Rock Bed) and brick;

## Ironstone Uplands

### 2.3.8 Ironstone Uplands (h)

- Large scale rolling upland with occasional prominent ironstone hills, includes the divide between the Rivers Leam and Cherwell; it is the western edge of the Northamptonshire Uplands yet at the same time a continuation of the Cotswold/Edge Hill scarp;
- Large scale strongly hedged field pattern; small areas of permanent pasture with ridge and furrow; wide roadside verges bounded by tall, thick hedgerows; steep hillsides with semi-natural grassland and scrub;
- Small ironstone villages often situated on rising ground;
- Main building material is 'Hornton Stone' (Marlstone Rock Bed);

# Cotswold Fringe

Clay Vale (g) (see Feldon)

## 2.3.9 Scarp foot and slope (i)

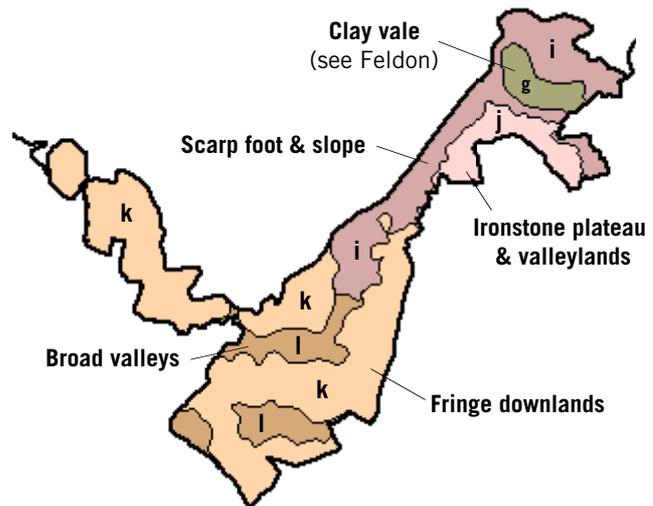
- The scarp slope leading down to the broad flat Feldon Clay Vale, the scarp and vale running at right angles to the lines of the Rivers Stour, Dene and Itchen;
- Semi-improved grassland, scrub and wood on steep valley sides; a medium to large scale geometric field pattern on the foot of the scarp; small areas of permanent pasture often with well preserved ridge and furrow; wide roadside verges typically bounded by a thick hedge and ditch;
- Small compact villages sited at the foot of the scarp slope; many dry stone walls;
- Main building materials are 'Hornton Stone' (Marlstone Rock Bed) and brick;

## 2.3.10 Ironstone plateau and valleylands (j)

- Flat land at the top of the scarp slope, deeply cut by steep sided river valleys, draining to the Cherwell, the scarp edge forming the divide between the greater Thames and Severn basins; Steep wooded slopes; large arable fields with red soils on the plateaux; semi-improved grassland and scrub on steep valley sides;
- Roads run along ridgetops; small compact villages sited at the rim of the valleys and dropping down along the valley sides; many dry stone walls;
- Main building materials are 'Hornton Stone' (Marlstone Rock Bed) and brick;

## 2.3.11 Fringe downlands (k)

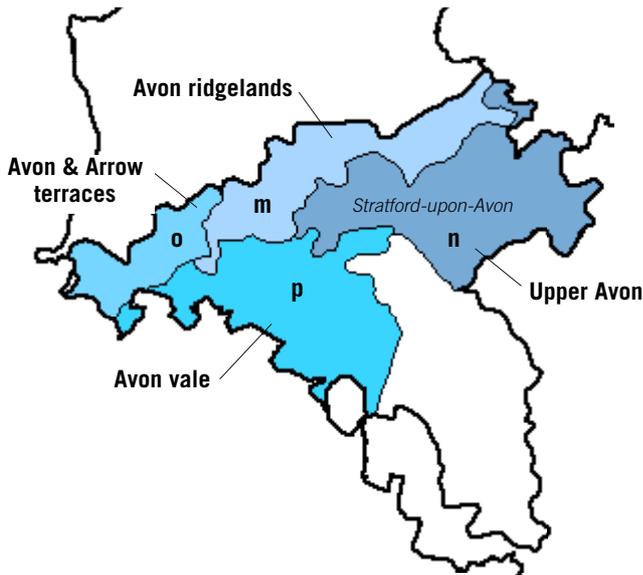
- A varied rolling land form of rounded or flat topped hills and secluded river valleys; includes Meon Hill, Ilmington Downs, and Brailes Hill;
- A medium to large scale geometric field pattern; rich red soils supporting productive arable farmland with some woodland on higher ground; small areas of permanent pasture often with well preserved ridge and furrow; steep hillsides with semi-improved grassland and scrub;
- Small compact stone villages, mostly sited on ridgetops or the foot of the scarp slope; many dry stone walls;
- Main building materials are 'Hornton Stone' (Marlstone Rock Bed), 'Cotswold Limestone' (Oolitic Limestone) and brick;



## 2.3.12 Broad valleys (l)

- Valley floors with some varied undulation and small rounded hills;
- A medium to large scale geometric field pattern with small areas of permanent pasture often with well preserved ridge and furrow;
- Small compact stone villages, mainly on the valley bottoms; many dry stone walls;
- Main building materials are 'Hornton Stone' (Marlstone Rock Bed), 'Cotswold Limestone' (Oolitic Limestone) and brick;

# Avon Valley



## 2.3.13 Avon ridgelands (m)

- Steeper side of the Avon basin including the ridge dividing the Rivers Avon and Alne with a large scale rolling land form;
- A large scale often poorly defined field pattern; some large orchards on hilltops and south facing slopes; prominent hilltop woodlands; steep wooded scarps and associated semi-improved grassland;
- Varied settlement pattern of small compact villages, mostly on hilltops and ridges, and loose clusters of roadside dwellings;
- Main building materials are Blue Lias Limestone and brick;

## 2.3.14 Upper Avon (n)

- Flatter side of the upper reach of the Avon basin; narrow river corridors defined by flat floodplains with steeply sloping, often wooded bluffs to the north west side extending to broad flat gravel terraces on the south east side;
- Grazing meadows often with meanders, islands, steep banks and much marginal vegetation; fringing alders and scrub; winding hedgerows and ditches along the boundary of the floodplain; a large scale geometric field pattern on the terraces with well wooded streamlines and some small arable plots growing a wide variety of vegetable crops;
- Small compact villages generally on or next to to a river; scattered greenhouses and other horticultural buildings;
- Main building materials are timber frame, Blue Lias Limestone and brick;

## 2.3.15 Avon and Arrow terraces (o)

- Broad flat gravel terraces at the meeting of the rivers Arrow and Avon;
- A large scale geometric field pattern; some small arable plots growing a wide variety of vegetable crops; well wooded streamlines;
- Small compact villages, generally on or next to to a river; scattered greenhouses and other horticultural buildings;
- Main building materials are timber frame, Blue Lias Limestone and brick;

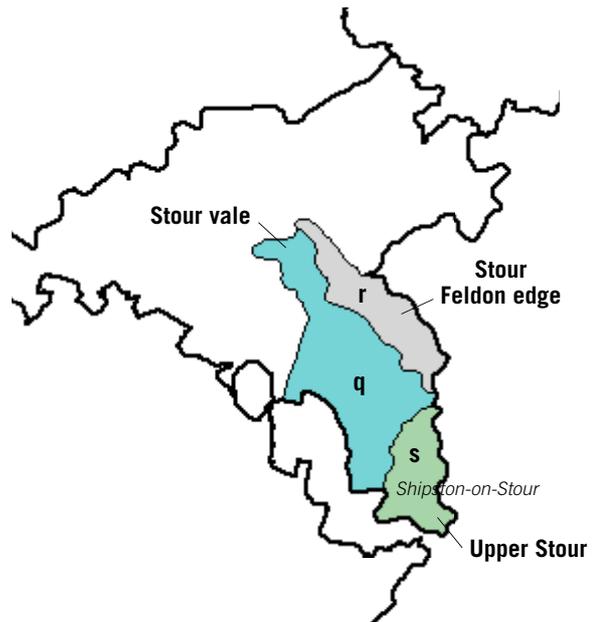
## 2.3.16 Avon vale (p)

- Flatter side of the lower Avon basin; narrow river corridors defined by flat floodplains with steeply sloping, often wooded bluffs extending out to broad flat valley with occasional low rounded hills;
- Grazing meadows often with meanders, islands, steep banks and much marginal vegetation; fringing alders and scrub; winding hedgerows and ditches along the boundary of the floodplain; a medium to large scale geometric field pattern on the valley land with many small often abandoned orchards;
- Straight roads with wide roadside verges typically bounded by a tall hedge and ditch; a strongly nucleated settlement pattern of medium sized villages, often fringed by greenhouses or other horticultural buildings;
- Main building materials are timber frame, Blue Lias Limestone, 'Cotswold Limestone' (Oolitic Limestone) and brick;

# Stour Valley

## 2.3.17 Stour vale (q)

- Flatter side of the lower Stour basin; broad flat valley with occasional small rounded hills;
- A medium to large scale geometric field pattern; small areas of permanent pasture often with well preserved ridge and furrow; wide roadside verges typically bounded by a thick hedge and ditch; numerous hedgerow elm stumps;
- Small compact estate villages and clusters of farmsteads and dwellings;
- Main building materials are Blue Lias Limestone, 'Cotswold Limestone' (Oolitic Limestone), 'Hornton Stone' (Marlstone Rock Bed) and brick;



## 2.3.18 Stour Feldon edge (r)

- Steeper side of the lower Stour basin; large scale rolling land form with occasional steep scarp slopes;
- Large woodlands often associated with rising ground; many small coverts and belts of trees; mature hedgerow and roadside oaks;
- Scattered farmsteads and a small compact village;
- Main building materials are White Lias Limestone (now known as Langport Member Limestone) and brick;

## 2.3.19 Upper Stour (s)

- Middle reach of the Stour valley, a distinct basin defined by the rounded Tredington hills and the flatter, rolling southern edge of the Feldon;
- A medium to large scale geometric field pattern; small areas of permanent pasture often with well preserved ridge and furrow; wide roadside verges typically bounded by a thick hedge and ditch; numerous hedgerow elm stumps;
- Compact valley bottom settlements and small estate villages;
- Main building materials are Blue Lias Limestone, 'Hornton Stone' (Marlstone Rock Bed), 'Cotswold Limestone' (Oolitic Limestone) and brick;

# Basic principles

# 3

- 3.1 A viewpoint on design
- 3.2 The importance of specific features
- 3.3 Character and sustainability
- 3.4 Using a settlement as a design resource
- 3.5 Innovation with a purpose

## A viewpoint on design

**3.1.1** To begin, it is important to note that achieving an acceptable form of development involves a balance of issues. Every solution involves a compromise between competing ideals. Achieving one ideal may exclude the possibility of achieving another. While there is no formula for attaching importance to the concerns, the existence of this guide is an indication that quality in design should be given due consideration.

**3.1.2** This document sets out ideals that must be balanced with all the other considerations material to planning. In seeking to achieve that balance, the approach recommended here is not, 'does the development meet standards' but 'how can the best design be achieved within the bounds of what is acceptable in other terms.'

**3.1.3** In order to establish a workable basis for design guidance, it is worth clarifying what is encompassed by the term design. When we talk about design, we generally talk about **suitability to purpose**. We also talk about the overall shape and size of a thing such as a building. We talk about where it sits relative to other buildings, to the street as well as its position within a block or the village as a whole. We also talk about the way the thing is put together, the parts of the building and the way the parts are arranged. This emphasises that **design involves both the various objects we recognise and the way they are arranged**. Generally speaking, settlements are all made up of the same kinds of elements - buildings, plots, streets, bridges, monuments, greens etc. Each town or village is distinct and has a specific character and identity, however, because it is made up of specific buildings, plots and streets in specific locations.

High Street, Henley-in-Arden, looking north toward St. John's Church and, right, in plan



In general terms, Henley High Street is made up of a carriageway, footways and plots containing buildings. It is a unique place because it is made up of particular examples of those elements in a particular arrangement.

## Patterns: objects and arrangements

**3.1.4** Whatever the element, an entire street or a single wall, the **design of the element is a matter of both the objects that compose it and the relationship between them.** Design involves selecting things and putting them together in a particular way - into a pattern - in a specific place. We can then talk about the character because we experience the pattern of objects in that particular place.



*Drystone wall of Cotswold limestone*

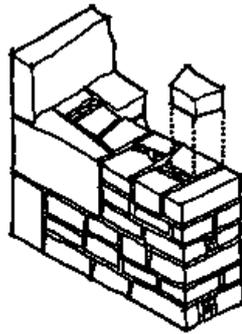


*Ashlar wall of Cotswold limestone and Hornton marlstone*

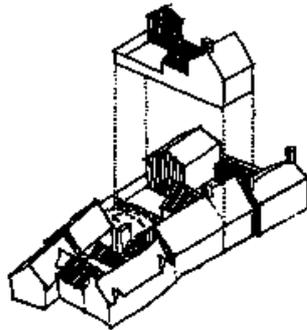


*Concrete block wall*

*Part-to-whole: a stone within a wall*



*Part-to-whole: a plot within a plot series*



**3.1.5 Character is a matter of both material objects and the way they are arranged.** Taking the example of a stone wall, as shown above, the character of the wall lies as much in the pattern or arrangement of the stones, (dependent on their shape and size) as in the type, colour, texture and veining of the stone itself. Equally, the character of the wall depends on its overall shape and size as well as where the wall might sit relative to other features.

### The part-to-whole relationship

**3.1.6 One of the most basic relationships involved in any design is between the object as a whole and its parts.** This is the relationship between a wall and the individual stones, for example or between a plot and the row of similar plots running down one side of a street.

**3.1.7** The individual plot is a part of the row, which can itself be outlined as a whole. Similarly, the individual plot, as a whole, is made up of a number of different elements such as the main building, the garage or outbuildings, front and back gardens and boundary features.

## Levels of scale

**3.1.8** Using the part-to-whole relationship, it is possible to look at a settlement at different but related **levels of scale**.

- **Settlements in the landscape**
- **Streets and neighbourhoods within a settlement**
- **Plot series or blocks, highways and open spaces**
- **Plots**
- **Buildings**
- **Details and materials**

*A settlement in the landscape, Whichford, Cotswold Fringe area, an element at the highest level of scale*



This viewpoint provides the framework around which this guide is built. It is also the basis for one of the more basic design principles.

**3.1.9** Any development will fall within some level of scale, as part of something larger and with its own internal parts. Higher and lower levels of scale are important to both large and small scale development. In this regard there are four principal considerations in judging the quality of a proposal:

- its position as part of a larger element (more than one level may be involved);
- its shape and size as a whole (scale, massing);
- the arrangement of parts;
- the specific nature of the parts.

Each of these considerations needs to be seen in terms of the visual and aesthetic impact of the development as well as its relation to the human activities it is meant to accommodate.

## The importance of specific features

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



*A well-head, Ilmington, Cotswold Fringe area, an important specific feature at a lower level of scale*

**3.2.2** Other features persist, particularly at higher levels of scale, because they take more effort to change. Street patterns, for example, change little over the years. While the buildings may change along them, and the surface of the street might change, the alignment - its position - stays much the same. This persistence contributes to the overall character of the town.

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

**3.2.4** In particular it is important to preserve specific features that have been identified as of value due to their historical, archaeological, ecological and geological importance.

**3.2.5** As far as possible, traces of the position or arrangement of existing features, if not their substance, should be carried forward into new development. For example, the position and line of paths or routes should be retained in the form of streets or roads, field boundaries as plot boundaries etc. Alternatively, the line or position of a feature might be maintained while the nature of the feature might be changed - replace a boundary with a road, replace a building but retain the building line.

## Character and sustainability

### Reduced energy use

**3.3.1** There is a correlation between the character of settlements due to their historical development and the emerging notion of sustainability. In essence both share the principle of **least energy use** (which is distinct from **least monetary cost**). The form and character of traditional settlements can in part be explained by the limited availability of energy and resources. The persistence of street patterns, as described in the previous paragraph for example, is partly a result of individuals and the community as a whole not being able to afford the labour and material to demolish existing streets and buildings and rebuild them. They used the least energy necessary to achieve an end. Similarly, the use of local materials was based on the same principle. To import materials required more energy, either in the form of human and animal labour or money to pay for them.

**3.3.2** Today, the widespread availability and relatively low cost of fossil fuels has changed the equation. While the monetary cost of building, in terms of money and human energy, might be minimised for economy or profit, the total energy cost in terms of fuel used is increased. This makes a much wider range of materials and types affordable and accessible in any given place - contributing to the homogenisation of the built environment and to the depletion of natural resources.

**3.3.3** While this is a process that has been going on for nearly two hundred years, it has accelerated in the last fifty. In place of the limits imposed by geography and the state of technology, the notion of sustainability seeks to impose voluntary limits on energy and resource use in order to preserve them for future generations. The principle of least energy use can thus help to achieve the objective that new development be both sustainable and local.

**3.3.4** Stated as a general principle, the total energy used in development should be minimised. This must be seen not just in terms of actual construction but in terms of the total cost of the development, from material extraction or production and transport through construction to maintenance and running costs.

**3.3.5** Applying this principle to itself suggests that the starting point for sustainability should be low cost, simple solutions.

**3.3.6** In general, new development should make the best use of what exists, both natural and built, as opposed to erasing what exists and starting from scratch.

**3.3.7** New development should respond to the location. As far as possible, existing levels, watercourses, vegetation, streets, field/plot patterns, buildings and landmarks should be incorporated as part of the design. Alterations to those features should be minimised.

**3.3.8** Development should be adapted to the site not the site to the development.

### Reduced resource use

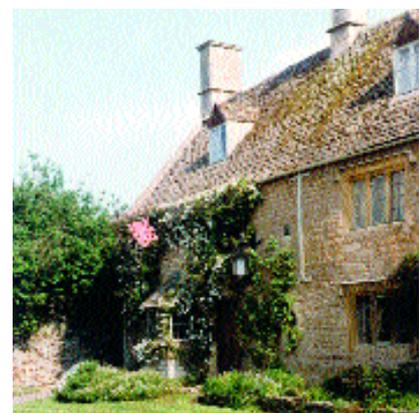
**3.3.9** Looking at the range of natural resources involved in development, the principle of least energy use can be generalised as one of **temperate stewardship**.

**3.3.10** Resources used in development such as land, clean water, clean air, fertile soil and minerals should be minimised. In addition, stocks of the resources should be protected from loss and degradation and, ideally, should be increased. Again, this must be seen not just in terms of actual construction but in terms of the total cost of the development, from material extraction or production and transport through construction to maintenance and running costs.

**3.3.11** Waste or loss of resources through consumption or degradation by pollution should be minimised.



*Kington in 1885 and 1995. The street pattern has remained essentially the same.*



*House in Cherington. Local stone has been used for the walls, roof and boundary wall.*

## Adaptability of built resources

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

*A purlin and rafter roof under construction. Easily converted to living space, this type of roof provides greater adaptability in comparison to trussed rafter construction*



**3.3.13** In some cases, streets for example, the different uses are accommodated at the same time or within a short period. Bridge Street in Stratford, for example, accommodates pedestrians, parked vehicles and moving vehicles at the same time. It also periodically accommodates (at different times) a market, a fair and a ceremonial procession. In other cases, buildings that were originally intended for one purpose are later used for another. Some larger row houses, for example, were originally built to house a single family and later came to serve either as flats for several families or as a shop or offices.

**3.3.14** As far as possible, existing built resources should be re-used and adapted with as little change as necessary.

**3.3.15** As far as possible, new built resources should be designed as multi-functional elements.

**3.3.16** New built resources should be robust and adaptable.

**3.3.17** An indication of the specific ways in which these principles can be put into practice is incorporated into the guidance relating to the different levels of scale set out in the following sections.

In summary, it is worth repeating that the starting point for sustainability should be low cost, simple solutions. 'High Tech' or 'Alternative' solutions are not necessarily the most appropriate.

**3.3.18** Things do not have to look different to be sustainable.



*A large house in Kineton built for a single family now used as a library*



*A street space in Shipston-on-Stour accommodates access to buildings, walking, driving, parking, shopping and the possibility for many informal activities*

## Using a settlement as a design resource

**3.4.1** The villages and towns in the District, have evolved over a long period of time. The process of their evolution has involved hundreds of years of trial and error accommodating human activities and needs. The result is a diversity of forms, particularly in terms of regional and historical differences. This diversity should be seen as an asset and resource. The various forms that have been developed through active use offer a starting point for new designs which accommodate similar activities.

**3.4.2** Such a view treats 'heritage' and the historical built environment not as a museum but as a library. The existing forms of an area can be viewed as potential solutions in the continuing task of accommodating human needs in that place. If particular forms of building have proved satisfactory over time and a core of human needs remains relatively unchanged, those forms provide the most sensible starting point for new ones. Local forms of building that have proved most adaptable provide a basis for new designs that help both to maintain character and offer continued adaptability.

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

**3.4.4** New development should learn from and improve on what has already been done. It should take the existing forms from local settlements, proved through trial and error as potential solutions as a point of departure for any proposed alternatives.

**3.4.5** New development should use the experience embodied in the settlements themselves (and in some cases described in Conservation Area documents) and the knowledge of the local population, in particular as set out in parish appraisals and Village Design Statements.

**3.4.6** Applicants must show they have exhausted the possibilities identified in such documents before proceeding along different lines.

**3.4.7** Look for local solutions first.

**3.4.8** Innovate by reinterpretation - make it new AND local.

*Market Square, Kington. Different house types in different positions form a clearly defined space*



*Two different house types used to make the best of a long narrow plot in a new development off High Street, Henley.*

## Looking at settlements

**3.4.9** In order to use settlements as a resource, it is necessary to look at them in detail. From the point of view of this guide, therefore, analysis of the existing environment is imperative in the generation of designs.

**3.4.10** Stratford-on-Avon District has 113 Parishes, some with several villages or hamlets each. The District lies at the confluence of several character areas as identified in the Character Map of England: the Arden, Avon Valley, Feldon, Cotswolds and Ironstone Uplands.

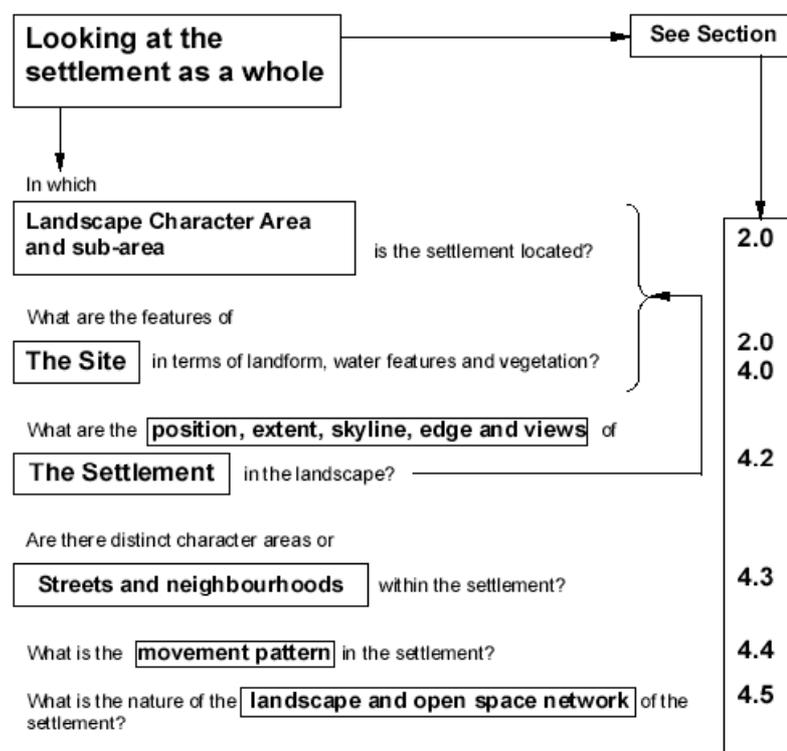
**3.4.11** As a consequence of its size and diversity, the District is far too large and varied to be summarised in a single - useful - document. The purpose of this guide is not, therefore, to provide a detailed account of characteristic forms. It is meant, instead, to provide a common means for looking for and identifying those forms and seeing them as a source for design. Good design will not come from a catalogue of characteristic details and materials. **A kit of parts with no instructions is of little use.**

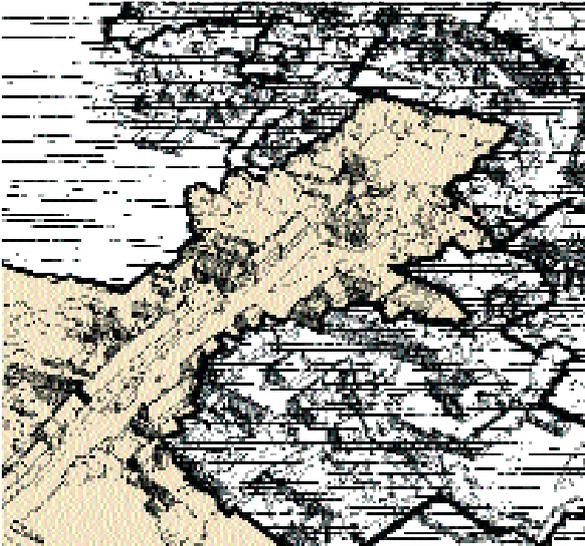
**3.4.12** Analysis fits into the overall recommended outline procedure set out previously:

- check the proposal is acceptable in policy terms;
- determine requirements to be accommodated on site as set out in the Local Plan and Planning Practice Notes;

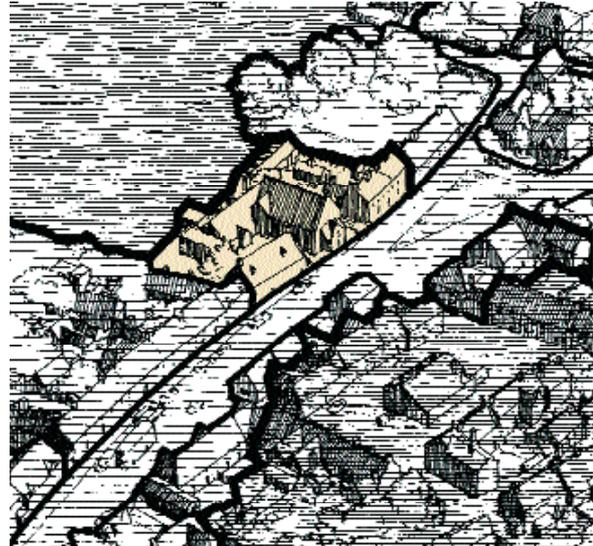
- identify the character area within which the development is proposed;
- read the information regarding that area in this document and any relevant Village Design Statement, Conservation Area or other documents;
- **by visiting the site and using this guide, identify the specific characteristics that make up the site and the area in which the development is proposed;**
- discuss proposals with planning and conservation officers;
- demonstrate, in text and graphics, that the design submitted shares a sufficient number of those characteristics or justify their absence.

**3.4.13** To facilitate the inclusion of analyses in the design process, **the following sections sets out both design principles and a sample analysis of a town within the District.** In addition, the results of analyses of selected settlements from the main character areas are shown to illustrate some of the features common to the areas.





One street within the pattern of streets making up the settlement

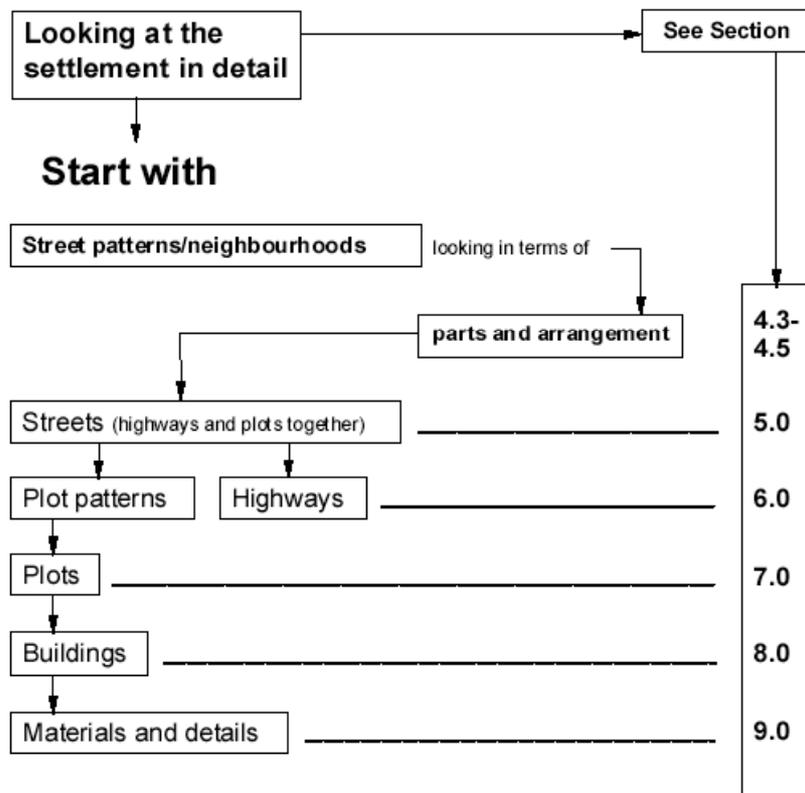


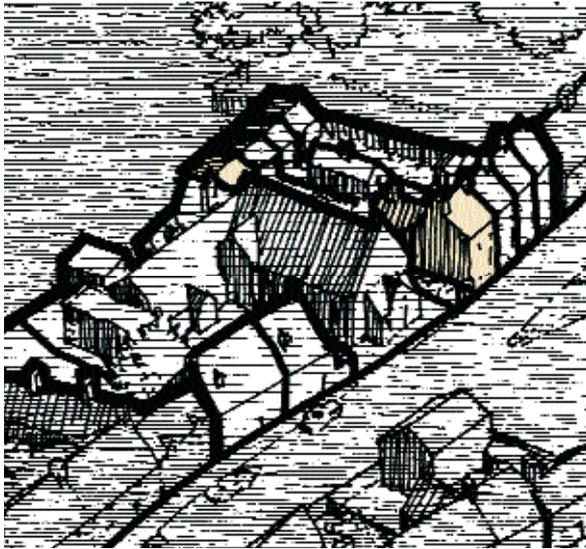
A series of plots of similar size making up part of the street

**3.4.14** The following sections dealing with analysis and design principles are arranged by levels of scale. The purpose of the sample analysis is to point out the range of characteristics that might be used in taking existing settlements as a design resource

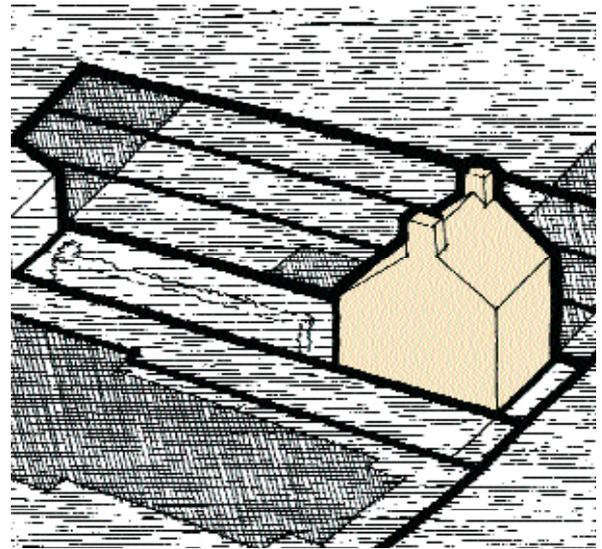
**3.4.15** Any analysis done for a particular purpose should obviously focus on the scale or scales appropriate to that proposal. If the development is a large extension to a settlement involving a number of new streets, the

analysis should identify typical street/block patterns, typical highway designs, plot series and buildings as well as materials and details. Similarly, if a new plot is proposed, the analysis should identify characteristic plots. **It is important, however, to start with the settlement as a whole in order to identify the specific characteristics that make up the area in which the development is proposed.**





*One plot within a series of plots*



*The main building in the arrangement of parts making up the plot*

**3.4.16** A central and fundamental principle of this guide is that new development should respond to its location within a settlement or surroundings as a whole and all appropriate levels of scale.

**3.4.17** The starting point for designs on a particular site should be existing forms on sites with a similar relative position.

**3.4.18** New development may present exceptions. In such cases, proposals must be accompanied by a statement that sets out the considerations taken into account, demonstrating why the exceptions are justified and the logic behind them.

**3.4.19** The question to ask is, **what is the best form of development for a particular location? Which forms make the best use of the site's characteristic features?** Again, a great deal of information about the characteristic forms of settlements has already been gathered and can be found in Conservation Area documents and Village Design Statements. Such documents should be a starting point for analysis.

## The diversity of forms

**3.4.20** It is worth noting that the character of a settlement is not necessarily, and very seldom is, uniform. Places of a uniform character tend to be the exceptions. More often, a place can best be characterised by diversity, that is, by the range and mix of different elements. High Street in Henley-in-Arden, for example, has a clear identity but one that is characterised by a range of buildings in terms of type and period of origin. This is, of course, a matter of degree. Some places have a narrower range of variation than others. The degree of variety is in itself a feature of a place. Whatever the range, it is unlikely that an analysis of a settlement will result in a single characteristic type of house or street.

*The similarity of position, orientation and relation to neighbours of the buildings gives Henley High Street a sense of unity despite the variety of building types*



**3.4.21** This raises a fundamental question about what should be considered 'characteristic' of an area. For the purposes of this guide, the answer relates back to the question of character and sustainability. The most characteristic local forms are those that respond to the location, making the best use of what exists, both natural and built, with local resources. This should be seen in opposition to erasing what exists and starting from scratch with imported resources. As with most things, this too is a matter of degree. Over time there has been a progressive tendency for design solutions and materials to be used over wider areas. From the dissemination of house designs in pattern books in the eighteenth century to the wider availability of materials such as Welsh slate and London brick in the nineteenth, house design has become more and more homogenised across England. As a result, there is a general correlation between the degree of 'localness' and date of origin. From about the fifteenth century (few examples of earlier buildings survive) to the present, 'older' generally means 'more local'. In most cases of analysis this tendency can be followed as a rule. As history well attests, however, this tendency is NOT an historical inevitability. **Newer does not necessarily mean less local and older does not necessarily mean more local. This is particularly relevant for new designs. A 'contemporary' design can be very local and a 'traditional' design can be very alien both in terms of the form and materials used.**

## Innovation with a purpose

**3.5.1** While design guides are often criticised for stifling creativity and innovation, any examination of the best designs shows they are responses to both specific, local issues and as well as general, wider concerns. Most successful innovations have a purpose. The aim of this guide is to promote successful, purposeful innovation.

**3.5.2** If the success of an innovation is not to be a matter of chance, the design should be based on previous experience. The question is then, whose experience is most relevant? It is the premise of this guide that the most relevant experience for innovation in the design of the built environment is that embodied in the



*Interior of the School of Farriery, Warwickshire College, Moreton Morrell. The form of the building - a traditional circular school with gallery - suits the purpose of instruction and integrates innovative use of materials and details into a well crafted whole*

immediate environment itself. This is not to discount experience developed elsewhere nor experimentation but to say the starting point should be immediate experience.

**3.5.3** In attempting to evaluate innovation, it is necessary to ask the question, why innovate? Innovation for its own sake is rarely satisfactory. More satisfying is innovation for a purpose. Ideally that purpose is not entirely personal but of wider significance. To that end, this guide seeks to encourage innovation that furthers the overall aim that designs should be local, sustainable and equitable. As far as possible, any innovation should seek to improve the quality and design of the public realm, its character and identity and overall health. Innovations should help to reduce the total energy cost and resource use of development and should seek to improve the multi-purpose use and adaptability of development.

# Looking at the design of Settlements

# 4

- 4.1 Design and landscape
- 4.2 The settlement as a whole in the landscape
- 4.3 The internal arrangement of settlements
- 4.4 Movement and street patterns
- 4.5 Landscape and open space as a network



*A view of Long Compton, Cotswold Fringe area, looking north over a field of ancient ridge and furrow*

## Design and landscape

**4.1.1** While the aim of this document is to provide design guidance that takes account of the general character of large areas, the landscape as a whole is not itself the object of design. The common unit of development, which is to say, the development site, tends to be a plot or field (in part, as a whole or several taken together) rather than an area of countryside. **The concern must be, therefore, the cumulative effect of smaller scale changes on the countryside.** Development within settlements that changes the built up area and skyline of a village can have an effect on the landscape.

**4.1.2** At this level, the following points should be determined in the design of new development.

- In which landscape character area is the development proposed and in which settlement within the area? [see chapter 2 and sections 4.2.1-4.2.2]
- What type of settlement is it in terms of its relationship to its site - its position relative to land forms, water features, other settlements and roads? [see sections 4.2.3-4.2.7]
- What is the extent of the built up area? [see sections 4.2.8-4.2.14]
- What is the skyline and edge character of the settlement, including landmarks visible from a distance? [see sections 4.2.16-4.2.21]
- What is the movement pattern within the settlement? [see sections 4.4.1-4.4.10]
- What is the nature of the landscape and open space network? [see sections 4.5.1-4.5.31]
- What is the arrangement of streets and neighbourhoods? [see sections 4.3.1-4.3.20 and 5]

## The settlement as a whole in the landscape

**4.2.1** It should be noted that within the context of the District Local Plan, the location of development is principally a matter of policy and secondarily a matter of design. Policy considerations will, therefore, take precedence over design considerations. Design principles should thus be followed within the bounds of what is acceptable in policy terms.

**4.2.2** In terms of seeing settlements as a design resource, landscape character areas define a context for development in terms of the range of characteristic settlement types, and their various components at different levels of scale down to building types, details and materials. Each landscape character area has a more or less distinct range of typical forms, as set out in chapter 2 and as determined through looking at the settlements. The range provides for choice while the limits to the range help to define the character of the place. Within an area, there is a choice of forms but not an unlimited choice.

### Types of settlement

**4.2.3** Examination of settlements in the District suggests there are two basic types of development: **dispersed hamlets and farmsteads** on the one hand and **compact villages and towns** on the other.



*The pattern of farmsteads in Ullenhall, Ancient Arden, Arden area*

## Farmsteads and hamlets

**4.2.4** The character of historic farmsteads and hamlets is rooted in the association between the buildings and productive land. Dispersed settlements can thus be characterised in terms of the size and number of fields traditionally associated with a given building or group of buildings. This leads to a characteristic density of farmstead buildings within open countryside. The location of hamlets and farmsteads relative to land forms and water features tends to follow the same pattern as for compact settlements.

## Compact villages and towns

### Types by position

**4.2.5** There are three types of compact settlement in terms of the position of the village or town relative to the principal features of land forms and water features:

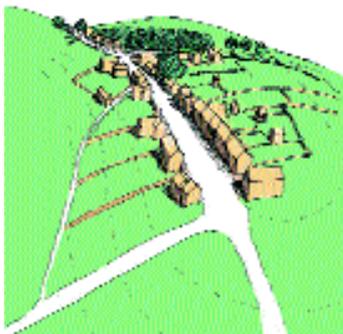
- hilltop or ridgetop;
- hillside or hillside terrace;
- valley bottom, usually at the foot of the valley side and/or near a stream or river.

Each type has distinctive characteristics and so different principles apply to each.

**4.2.6** As a general design principle, settlements should remain identifiable as a particular type.

- For dispersed settlements, the density and pattern of building relative to field area should be maintained.
- For compact settlements, topographic limits to development should be observed.
- Hilltop villages should, on the whole, remain above a given level.
- Hillside or terrace settlements should, on the whole, remain within upper and lower limits.
- Valley bottom settlements should, on the whole, remain below a given level.

**4.2.7** The reasoning behind the original choice of position will likely have been based on a number of considerations. These may have included ground conditions (avoiding steep, wet or flood prone ground), distance to springs for fresh water, the presence of a ford or bridge, orientation to the sun (to increase light and warmth), protection from prevailing winds, the crossing of main routes etc. **Where the original reasons for the choice of position still apply they should be followed in judging the acceptability of development.**



*Hilltop village, Ardens Grafton, Avon ridgelands, Avon Valley area*



*Hillside village, Sutton-under-Brailles, Fringe downlands, Cotswold Fringe area*



*Scarp slope valley bottom village, Radway, Scarp foot and slope, Cotswold Fringe area*

Sample Analysis SHEET 1  
 Kineton, Lias Uplands, Feldon area

The Settlement on its site

**What is the position of the settlement in the landscape?**

The village of Kineton, once a borough and site of a medieval market, lies at the crossroads of the Wellesbourne to Banbury road and a route connecting villages along the south-eastern edge of the Lias Uplands. The latter route runs parallel to the Clay Vale and Edge Hill scarp. Relative to surrounding towns such as Stratford, Southam, Shipston and Banbury, Kineton is small and relatively secluded. In relation to more immediately surrounding villages, Kineton is larger and more central.



Kineton on its site

The village sits on a rising site just on the edge of the Lias Uplands alongside the River Dene. It extends predominantly along an east-west axis parallel to the river and the Wellesbourne-Banbury Road. The river forms a barrier to growth to the south and the former railway line does the same to the north.

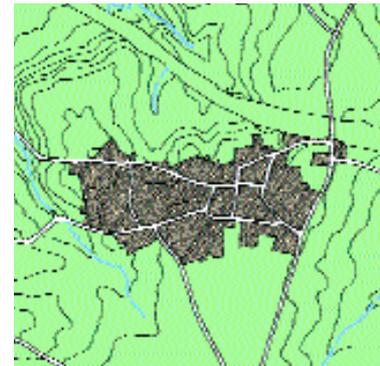
**Examples of other settlements**



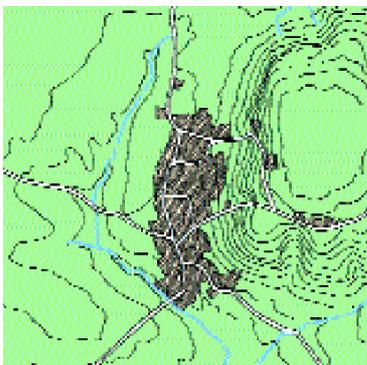
Great Alne, a river valley bottom settlement, Alne and Arrow Valley Floors, Arden area



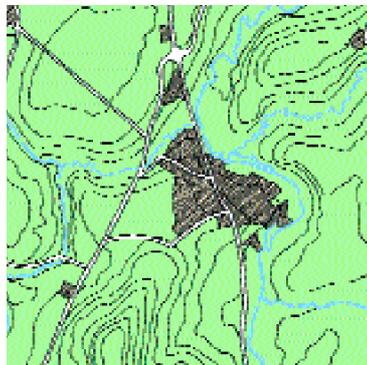
The Graftons, ridge top settlements, Avon Ridgeland, Avon Valley area



Harbury, a hilltop settlement, Lias Uplands, Feldon area



Priors Marston, a hillside settlement, Ironstone Uplands



Tredington, a valley bottom/hillside hybrid, Upper Stour, Stour Valley area



Radway, centre left, scarp foot valley bottom settlement, scarp foot and slope, Cotswold Fringe area. Ratley, lower right, is a hillside type

## Extent

**4.2.8** Once established, a settlement will, generally, tend to expand along the main routes through it and on flatter ground not prone to flooding. The main route provides ready access and flatter ground is easier to build on. Secondly, development tends to extend off from main routes connecting to other routes forming a network. This suggests four further principles regarding position and built up area.

**4.2.9** New development should extend along or gain access from the main routes serving the settlement.

**4.2.10** Development should occur on flatter rather than steeper ground outside of flood plains.

**4.2.11** Routes should connect to form a network.

**4.2.12** If a connection is not possible at the time of development, the design should not close off the possibility of a future connection.

## Patterns of growth

**4.2.13** Examination of a number of settlements across the District reveals general patterns of growth.

- Dispersed hamlets and farmsteads tend to be located within an irregular pattern of lanes and an irregular plot pattern.
- Valley bottom settlements at the foot of the valley side tend to extend along the line of the valley, that is, following the contour lines. Secondly, they tend to extend out into the valley rather than up the slope.
- Valley bottom settlements adjacent to a river tend to sit on a terrace above the river level and extend along the line of the river or at right angles to it, depending on the direction of the main route. Settlements that contour a river tend, secondarily, to extend away from the river, more or less at right angles to the main route. With the exception of the larger towns such as Stratford and Southam, settlements tend to remain on one side of the river or stream.
- Hillside or hill terrace settlements tend to extend parallel to the contour lines of the hillside. Secondly they tend to extend downward along main routes.
- Hilltop or ridgetop settlements tend to extend along ridgelines and plateaux and secondarily downward along main routes.

**4.2.14** New development should follow these tendencies in the respective types of settlement.

**4.2.15** Even a quick look at actual settlements will show that there are many exceptions to these tendencies due to the need to balance the range of considerations.

## Sample Analysis SHEET 2 Kineton

### The Settlement: extent, edge character and views

#### What is the extent of the built up area?

*In terms of extent, Kineton is something of a hybrid. It follows the general pattern of both a hill top and valley bottom settlement. Like a ridge top settlement it occupies a ridge and plateau and does not extend much below the 80 metre contour. All roads rise up to the central core of the village. Like a valley bottom settlement, it has extended along the main route, more or less parallel to the river. A secondary route runs perpendicular to the main route down toward the river.*



View of Kineton from the west

#### What is the edge character and what are the important views?

*The main edge character is planted and diffused, made up mainly by the river corridor, former railway line and large grounds or gardens. The tower of St. Peter's Church is the principal landmark of the village, visible from a distance on the northern and southern approaches to the village. There are views out to the north-west and south-west to farmland and parkland and to the south-east to Edge Hill.*

Plan diagram of Kineton showing hard and soft edge elements



## Skyline and views

**4.2.16** The main issues affecting skyline are the relative height and arrangement of buildings and other large features. In most settlements the church with its spire or tower is the tallest landmark and is also often found on a rising site. Spires and towers are thus prominent landmarks and an important part of the landscape. Other features in settlements such as large public or private buildings, monuments and trees can play a similar part in the landscape.

**4.2.17** New development should not block or obstruct views of important landmarks as seen from highways, footpaths, bridleways, public open spaces or other public areas either outside or within the settlement.

**4.2.18** Views out toward the countryside from within a settlement (through gaps between buildings, down roads, streets and lanes and across open spaces) help to connect it to its surroundings and are an important way in which the settlement is rooted into the landscape.

**4.2.19** New development should not block or obstruct views out as seen from highways, footpaths, bridleways, public open spaces or other public areas within the settlement (see also 4.5.5).

## Edge character

**4.2.20** The edge of a settlement is in many cases **soft**, mainly made up of trees and hedges or other planting. In other cases it is **hard**, made up of building walls or fences. The edge may be **diffused**, made up of large plots with detached houses, or **dense**, with terraced or other closely spaced buildings.

**4.2.21** New development should maintain the most common traditional edge character of the area in which it sits.

**4.2.22** The nature of planting in the different character areas varies significantly. Species used in buffer and edge planting should be appropriate to the character of the area in which it is proposed. For more detailed information please see Section 4.5 and the species lists for the relevant areas in Appendix D taken from the Warwickshire Landscapes Guidelines.



## The internal arrangement of settlements

### The pattern of streets and neighbourhoods

**4.3.1** In general, villages and towns are not developed in an uncoordinated way, a building here and a house there with no clear relation between them. Even though they may appear haphazard and picturesque, nearly all settlements do have an underlying structure. Both planned and piecemeal development tend to occur in a similar basic pattern, usually a street or road lined on both sides by plots containing buildings. That generic arrangement is principally a matter of minimising expense and human effort. In order to get to a building you need a street or road. As roads and streets are relatively costly, it makes sense to have as many buildings as possible using the same road for access.

### The street as a fundamental unit of development

**4.3.2** The result has, in general, been buildings gaining access from a street and facing each other across it. This is true of both traditional and new development. The unit of 'carriageway with plots either side' is clearly seen in the older villages within the District. Equally there are many new developments that follow the same generic pattern.

**4.3.3** When settlements grow, they tend to expand by the addition of plots along existing roads or by the addition of streets within or on the edges of the existing settlement. Growth thus involves either the filling in or creation of new streets.

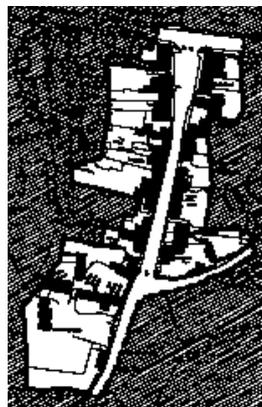
**4.3.4** For the purpose of this guidance, the term 'street' will refer to the highway AND the plots that line it either side, including public open spaces, taken together as a unit.

**4.3.5** In order to integrate development within a settlement, the street should be taken as the fundamental unit of development. It should be seen as the starting point or context for design, whether the development involves several new streets or modifications to an existing one.

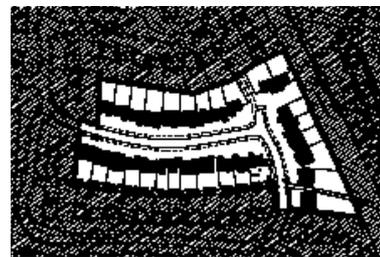
**4.3.6** Development should be conceived in terms of this unit. Highways and access roads must be designed together with the plots, buildings and open spaces which they will serve. Likewise, buildings, plots and open spaces must be designed together with or taking account of the highways that serve them.



*View and plan of Main Street, Ardens Grafton, Avon Valley area*



*View and plan of Bridge Street, Kineton, Feldon area*



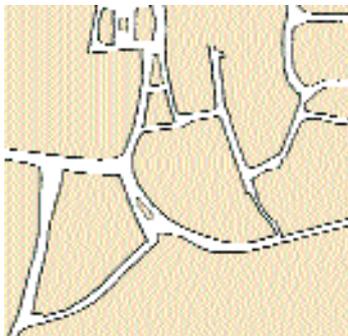
*View and plan of St. Andrews Crescent, Stratford-upon-Avon, Avon Valley area*

## Integration of streets into a street network

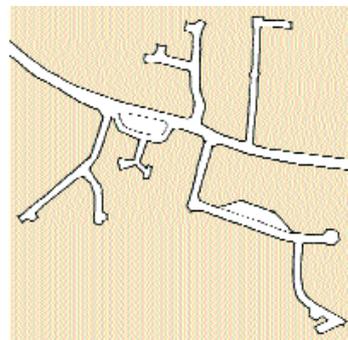
**4.3.7** In most cases, the growth of settlements has resulted in the creation of an interconnected network of streets and greens or squares lined by buildings.

**4.3.8** A network of streets, as opposed to a tree arrangement with culs-de-sac along a main spine, has a number of advantages with respect to the goals of sustainable, local and equitable development. A network is 'permeable'. It offers a choice of relatively direct routes from any one point to another. It avoids the concentration of traffic (and so congestion) at the bottom of culs-de-sac and on main 'collector' roads. It maintains the continuity of a clearly legible public realm of streets, cyclepaths and footpaths. In contrast, tree systems tend to restrict choice, increase distance travelled, concentrate traffic onto a few routes that become congested or 'race tracks' and create monotonous and disorienting environments.

*Street network in the centre of Kineton*



*Cul-de-sac development off the Warwick Road, Kineton*



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

**4.3.10** There should be a logic to the network, that is, clear reasons for the location of a route.

**4.3.11** Any particular route should normally lead to some destination or feature such as:

- another street;
- an actual connection out to the countryside by footpath, cycleway or track (or any combination of those);
- an open view out to the countryside (not simply a gap between houses but across public open space);
- a significant public open space with large stature trees;



*A dead-end lane in Harbury, Feldon area, that leads to the site of the former windmill and extends as a public footpath out into the countryside. The tall brick structure to the left is the base of the windmill*

- a building that is distinct from the others along the street, (for example a large house or agricultural buildings).

The choice will depend on the context. Again, **look for local solutions first.**

**4.3.12** The network of routes within a settlement should be a response to the physical characteristics of the site. See section 3.3 and in particular paragraph 3.3.7.

## Large scale development and the term 'estate'

**4.3.13** This guide is intended to apply equally to small scale development and what are commonly referred to as housing or industrial 'estates'. A word of caution is necessary, however, with the use of the term estate. Much of the development that has been conceived and built as estates is precisely the kind of development this guide is seeking to avoid. The concept of the estate tends to result in development that is inward looking, isolated from the settlement of which it is a part and uniform and often alien in detailing. The estate concept thus tends to become a barrier to integrating new development into a settlement and maintaining local distinctiveness. **All new development should be conceived of and appear as part of or an extension to an existing settlement, not a self-contained 'estate'. This emphasises the need for new development to make connections to and extend the existing movement network.**

## Access, fronts and backs and orientation

**4.3.14** With the generic structure of buildings facing each other across the street, the side of the building facing the public highway has generally been considered the 'public front'. It tends to be treated and used differently compared to the sides or backs. The distinction corresponds to that made between public and private behaviour. Some things are considered appropriate for the public context and others for the private. The most obvious expression of this in a building is keeping the front 'presentable' and tidy and leaving the back for 'messy' activities such as storage, services or washing. Likewise it is expressed in the greater investment in materials and details often found on the public front relative to the backs or sides. Orientation also has implications for security. Maintaining front-to-front and back-to-back relationships avoids exposure of the more vulnerable back and side boundaries of plots.

**4.3.15** In order to maintain the distinction of public and private realms, to maintain security and the character of the street, fronts should face fronts across the highway.

**4.3.16** By implication, backs should be set against backs when several streets run parallel or come together.

**4.3.17** Responding to specific circumstances, in particular at corners (see 4.3.18), might require exceptions within the limits of a range, from most to least desirable relationships.

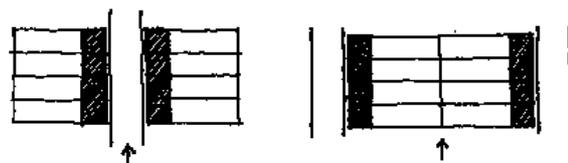
**Plots separated by a path, drive, lane, street, square, green:**

- front-to-front, most desirable
- side-to-side,
- front-to-side,
- front-to-back. least desirable

**Plots sharing a boundary within a 'block':**

- back-to-back,
- back-to-side, side-to-side.

These are general but not absolute rules. Applicants must demonstrate that they have exhausted the possibilities of maintaining front-to-front and back-to-back relationships before submitting alternatives.



*Front-to-front across a route or public highway. The buildings are shown hatched and the heavy line is the frontage*

*Back-to-back between routes*



*Street/block structure in Tredington, Stour Valley area*



*Front-to-front relationship*

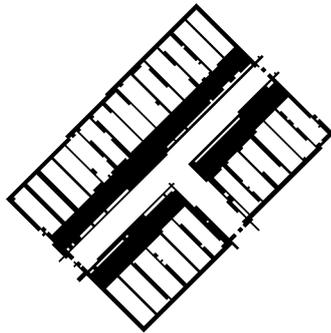


*Back-to-back relationship*

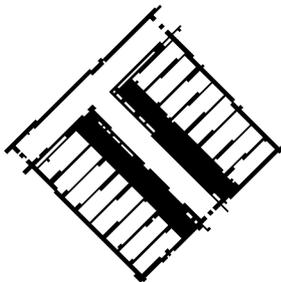
## Turning corners

**4.3.18** In a network of streets, the junction of two or more streets presents a special situation. For example, joining two idealised streets at right angles to form a T-junction gives rise to an 'overlap' of plots in the angles of the junction.

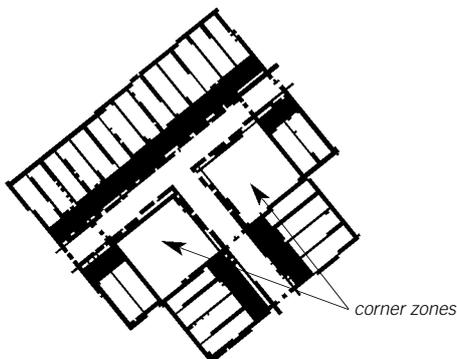
**4.3.19** Seen separately, each ideal street includes a plot at the angle of the junction with a frontage on two streets. In order to fit the two streets together and complete the junction, some adjustment must be made in the area of overlap or corner zones. One solution is to create a 'corner plot' shared by both streets. The corner plots then potentially have access from, and public fronts onto, both streets. As detailed in the following section, corners present an opportunity. The transition from one character to another tends to occur around a corner.



*Ideal main street with a gap between plots to form T-junction.*



*Ideal side street with plots running up to T-junction.*



*Main and side streets put together with corner zones at T-junction in which plots might front either street.*

**4.3.20** Corner plots thus give rise to several questions. If there is a concern to maintain the arrangement of fronts facing fronts across a street, which street should the corner plot face with its public front? If there is also a concern to maintain a hierarchy of streets, should the corner plot front on to the higher or lower weighted route? How is the transition made from one street to the other in terms of components and character? Should the building within the corner plot have two 'public' fronts, that is, two fronts with windows and appropriate detailing (even if only one front includes the door)? These questions emphasise that corners present an important design consideration, both as a challenge and an opportunity. There are many different solutions to the 'corner problem' and the particular solutions found in a settlement often contribute to its overall character.

**4.3.20** The starting point for addressing the corner problem should be the range of solutions for similar situations found in the settlement in which the new development is to occur. Again, look for local solutions first.



*A herringbone arrangement of plots as a solution to the corner problem*



*A herringbone arrangement of plots with a corner building*



*A courtyard arrangement*



*A wide frontage plot with side garden on the side street*

## Movement and street patterns

### Different streets, different character

**4.4.1** Close examination of traditional settlements reveals that many are composed of a number of different kinds of street. **Different streets have different character.** Many settlements have grown up along the main routes that lead from one place to another. Because they are through routes, they tend to be fairly wide. Also, in some cases such as Stratford, Alcester and Shipston, the towns were originally laid out to accommodate a market. In the latter cases both the street space for the market and the plots along it were deliberately designed using specific, often regular dimensions that are distinct from other streets. Thus, in general, a High Street is distinct from a side street or back lane. In this respect, settlements tend to have a hierarchy of routes from primary main streets to secondary and lower side streets. Differences in hierarchy and character tend to be associated with different positions in the settlement. Main streets tend to lead from one settlement to another or connect one central feature to another, side streets tend to connect one main street with another or end at the edge of the settlement.



*The High Street is the central axis of Henley-in-Arden*

**4.4.3** Looking at a larger street network over a whole settlement, there is a general tendency for a change in the nature and character of streets moving away from the centre or central axis toward the periphery. In larger settlements, the distance from centre to edge is likely to be greater and there is likely to be a larger range of differences in character moving from the centre to the periphery or vice versa. To account for the range of differences, relative weight or values can be assigned to the streets. The central, main streets leading in and out of a settlement are primary routes, while side streets, moving away from the main routes, are secondary, tertiary etc. The range of different routes in any settlement may not easily fit into a simple numerical hierarchy. Any numerical or hierarchical value is, therefore, not as important as the differences in component elements and arrangement, which is to say, differences in character.



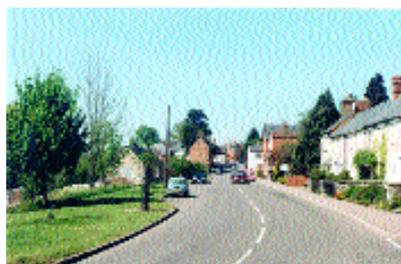
*Hierarchy of routes. The main route is yellow, secondary orange, tertiary routes are red, quaternary violet and footpaths dotted violet*

### Centre and periphery

**4.4.2** In general, the difference between main and side streets corresponds to the difference between the centre and the periphery. On a purely geographical basis, all settlements have a middle and an edge. In terms of movement, the centre is generally the place that the most people can reach in the least time and with the least effort. For that reason the centre tends to be the busiest and is usually the place where shops, offices and pubs are located. In general, the main street forms the central axis of a settlement.



*Banbury Street, Kington, a main route, in yellow and Mill Street, a side street, in red.*



*Banbury Street is wide with a grass verge and houses set back from the footpath.*



*Mill Street is much narrower with houses close to the footpath and carriageway.*

**4.4.4** New development, of whatever scale, will necessarily occupy a position within a hierarchy of streets. Whether at the centre, periphery or anywhere in between, that position will present a specific context in terms of the character of the streets and the differences between them.

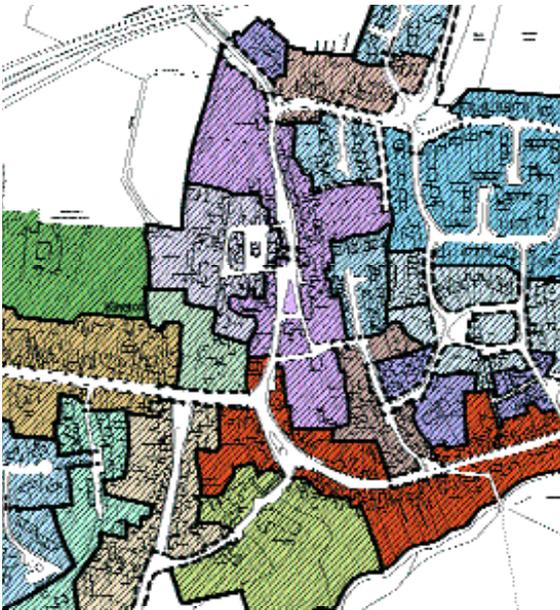
**4.4.5** Position in a hierarchy of streets is a fundamental consideration in design.

## Sample Analysis SHEET 3 Kineton

### Settlements: Street patterns

#### What is the range of different streets and their arrangement?

Following the general tendency of traditional settlements, the street is the basic unit of development in Kineton. The street pattern is predominantly one of through streets that fit together to form a network. There are four 'main' streets each with a different character, Warwick Road, Bridge Street, Banbury Street and Southam Street. Connecting these are smaller narrow traditional lanes: including Mill Lane and Manor Lane as well as modern 'estate' roads. There are also some areas with culs-de-sac and loop roads that form dead ends.



Component streets

Though the pattern of streets in Kineton forms a network, virtually all the junctions are T junctions. Thus, even though Kineton is a 'crossroads' village, it might better be called a 'staggered' or 'skewed' crossroads. The four main routes converge on a central 'block'. Because the routes forming the block are of different weight and character, however, the block has different character on different sides. The four main routes are the widest and are well defined by buildings. The tertiary routes are narrower but less continuously defined by buildings. They tend to connect one primary or secondary route with another. Most of the culs-de-sac connect to the Warwick Road and the loops between Banbury Street and Southam Street.

### Hierarchy and character

**4.4.6** The differences in character corresponding to differences in position can be seen at a number of different levels. Often the main street was an existing road and as a result the street winds and varies in width. In some villages the main route has a wide grass verge while in towns there are often wide footways. Streets at the centre tend to have more small plots - often deep with narrow frontages - and building coverage is high. Generally the buildings are older and tend to be set at the front of the plot (the back of the footway), usually of two and sometimes three storeys.

**4.4.7** Turning off the main street, the side streets tend to have narrower carriageways, with or without footways. The geometry of streets tends to be more formal and regular. Plots are on average larger, building coverage lower with newer buildings. In larger settlements the periphery tends to include areas of housing mixed with, for example, larger farm complexes, schools, markets or industrial estates. Such generalisations illustrate the



Another aspect contributing to the character of streets is the definition of spaces as part of a landscape and open space network.

See section 4.5

point that different streets should have different character. While there are some common differences, each settlement is unique in terms of the specific details of each distinct street.

**4.4.8** New development should reinforce or complement the existing hierarchy in terms of range and character.

Thus, in the process of design, an essential question to ask at an early stage is: what position does the site occupy relative to existing routes and where in a hierarchy of routes will any new streets fit?

**4.4.9** In the case of large scale development involving the creation of new streets, the development should be recognisable as an extension of the existing network in terms of hierarchy.

- New streets must maintain a clear and appropriate relation to the existing street network in terms of weighting and character.
- Within the site there should be a clear distinction between primary, secondary and any other lower weighted routes appropriate to the size of the site and its position relative to the surrounding street network.

**4.4.10** See chapter 5.0 for further principles concerning streets.

## Landscape and open space as a network

**4.5.1** The combination of streets, squares and greens making up a settlement generally forms a network of public spaces defined by the public fronts of plots and buildings as well as landscape features. The resulting pattern of spaces, including other public rights of way such as footpaths and bridleways, is an important aspect of a settlement. The experience of walking, driving, riding or cycling from one space to another is the basis for people's perception of the settlement. Moving through the sequence of spaces is the way people get to know and recognise its character and identity. A trip from one point to another is not just a journey from A to B. The landscape and open space network - defined by all its component parts - provides a series of cues and features that make it unique. The terms commonly used to describe or define the landscape and open space network include paths, edges, landmarks, gateways, nodes, central spaces, crossings, views and vistas. Spaces in the network tend to be defined by buildings and/or plants and described in terms such as large/small, open/enclosed, narrow/wide, long/short, straight/curved, central/peripheral.



*Ardens Grafton, Avon Valley area. A view out over the countryside accentuated by a tree in the middle ground.*



*Harbury, Feldon area. The view down Chapel Street is terminated by a magnificent beech tree.*



*Far too often views within new developments are inappropriately terminated by garages.*

**4.5.2** The position of a site within, and its contribution to, the pattern of spaces, defining buildings and boundaries and landscape features is an important consideration for design.

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

- routeways of different kinds,
- edges or boundaries between distinct areas,
- landmarks,
- gateways,
- crossings,
- central spaces,
- views.

**4.5.4** The boundaries, size and sequence of open spaces, including highways and footpaths etc., created by new development should extend and enhance the character of the landscape and open space network of an existing settlement.

**4.5.5** Views along streets are particularly important in the integration of the landscape and open space network. In many traditional settlements, for example, there is a visual link between landmarks such as churches, other major buildings or trees and the main streets. Landmarks tend to mark the end of the vista down the street. Equally, views out of the settlement often incorporate the open countryside as a visual feature.

**4.5.6** New development should, wherever possible, incorporate surrounding landmarks or open countryside as part of the landscape and open space network of the settlement (see also 4.2.18).

**4.5.7** Views within new development should be adequately terminated.

**4.5.8** The terminal feature should be visually appropriate, that is, a public building, major landscape feature, mature tree or, for example, the public front of a building, rather than a blind gable end or a garage. The feature should be strong enough visually to catch the eye and stand up to scrutiny.

## The importance of landscape and planting

**4.5.9** It cannot be emphasised enough that both hard and soft landscape features should be an integral part of initial design ideas. Submission of landscape information at the outset should help to avoid change at later stages with regard to the integration of the design into the existing landscape network as well as its effect on highway safety, sewers and other underground services.

**4.5.10** Hard and soft landscape features must be conceived of as an integral part of designs for new development AND as an integral part of the wider landscape and open space network.

**4.5.11** Concept information regarding landscape proposals should be submitted as early as possible in the application process, including indications of arrangement within the overall landscape and openspace network, arrangement within the site showing space requirements and general indications for species.

**4.5.12** In certain circumstances District Local Plan policies require new development to include a percentage of public open space. For details of these requirements and requirements for the maintenance of the space, please refer to the current version of the District Local Plan. The location and character of open spaces and landscape features is a question of design and should be based on the principles found in this guide, in particular the analysis of the settlement in which development is proposed. For an assessment of the importance and character of opens spaces within selected settlements, please also refer to the relevant Conservation Area documents and Village Design Statements.

**4.5.13** For further details regarding landscape design, please refer to sections 6.2, 7.4 and Appendix D of this document and to the advisory leaflet 'Landscape Design' available from the Planning Department.

## The uses of landscape

**4.5.14** Areas of planting should not be viewed solely as a visual amenity but a resource with a number of potential benefits. A multi-purpose landscape will be more robust and better serve to integrate new development into its surroundings.

**4.5.15** Landscape features should be designed as multi-purpose elements within the broader network, serving where possible as:

- public open space,
- a visual amenity,
- a buffer against temperature extremes,
- a wildlife habitat,
- a land drainage feature.

## Maintenance

**4.5.16** The ongoing maintenance of plant material is crucial to its effectiveness as part of new development. It is therefore essential that the responsibility for maintenance of planting in new development is clearly established prior to the issue of planning consent.

**4.5.17** Ideally, structure planting, corridor, screen and street tree planting should be within land normally maintained by the Parish, District or County Councils or by some other public body or trust.

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

## Edge, screen and corridor planting

**4.5.19** As noted in sections 4.2.18-4.2.21 above, the edge character of a settlement is a fundamental aspect of its character. In cases where the treatment is soft, the principal constituent of the edge is most often hedges with hedgerow trees and/or less formal screen planting.

**4.5.20** To be effective, the space for this edge and screen planting should be a minimum of 5 metres wide.

**4.5.21** Buffer and corridor planting associated with major roads, railway lines or other features as well as ecological or wildlife corridors should be a minimum of 16 metres wide. The corridors should be sufficient in length to connect other major landscape features.

Specifications for such planting are included in Appendix E.

**4.5.22** While often appropriate as an edge treatment, screening and hiding should not be the principal approach to dealing with the boundaries between new development and other areas within a settlement.

## Choice of species

**4.5.23** Particularly in a rural location, the impact of planting on the character of a settlement can be very significant. For that reason, the choice of species for planting proposals is extremely important.

**4.5.24** Native and long established naturalised species should be the dominant and most common species in any proposal. Ideally, plant material of local provenance should be used, that is, material grown from local seed in local nurseries.

**4.5.25** As the *Warwickshire Landscapes Guidelines* make clear, the range of species found in the different character areas within the District is not uniform. Different species are found in different areas. The Landscapes Guidelines include species lists for the different areas and indications for different specific locations such as woodlands, hedgerows and riversides. The lists are included in this guide as Appendix D.

**4.5.26** Use the appropriate species for a given landscape character area and location as set out in Appendix D

## Large stature trees

**4.5.27** *Large stature trees* are trees of certain species that naturally grow to a large size such as oak, beech or lime. It is important to distinguish a large stature tree from a large *specimen*. A large specimen is, generally, a tree of any species that is planted when it is older and has reached a larger size (regardless of how large it might get). Large stature trees like oak and lime often form an important part of the landscape and open space network of a settlement. Such trees are often located at the end of vistas, on the outside of a bend in a street, along the street as street trees or in greens. **It should be noted that whatever species is selected, there are distinct advantages in planting young specimens. Young specimens are better able to adapt to particular conditions, will grow faster and taller and will be more likely to survive than older, larger specimens.**

**4.5.28** In the appropriate circumstances, large stature trees should be included in new development as focal points, street trees or part of structure planting.

**4.5.29** The most suitable location will depend on the character of the settlement and the specific circumstances. Choice of location should be based on an analysis of the settlement.

Great Wolford, Cotswold Fringe Area. A mature horse chestnut terminates a view. Situated on the outside of a bend, it is visible from two directions.



**4.5.30** When large stature trees are included in development, it is essential that the foundations of surrounding buildings are built to a sufficient specification to withstand the conditions that result from the presence of roots.

## Suggested species for large stature trees

**4.5.31** The following is a list of large stature trees that may be appropriate within the district, depending on the landscape character area and specific location in which the development is proposed.

•Horse Chestnut	<i>Aesculus hippocastanum</i>
•Maple	<i>Acer campestre</i>
•Beech	<i>Fagus sylvatica</i>
•Ash	<i>Fraxinus excelsior</i>
•Oak	<i>Quercus robur, petraea</i>
•Pine	<i>Pinus spp.</i>
•Willow	<i>Salix spp.</i>
•Yew	<i>Taxus bacata</i>
•Lime	<i>Tilia spp.</i>

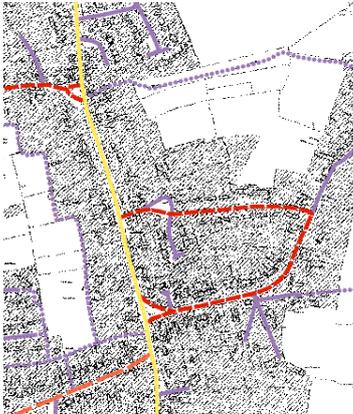
In some specific situations, the following may be appropriate.

•Cedar	<i>Cedrus atlantica, deodara</i> - • limited use in large gardens within settlements
•Plane	<i>Platanus x hispanica (acerifolia, hybrida)</i> - • for urban areas
•Locust	<i>Robinia pseudoacacia</i> - • for urban areas

Other species may be acceptable.

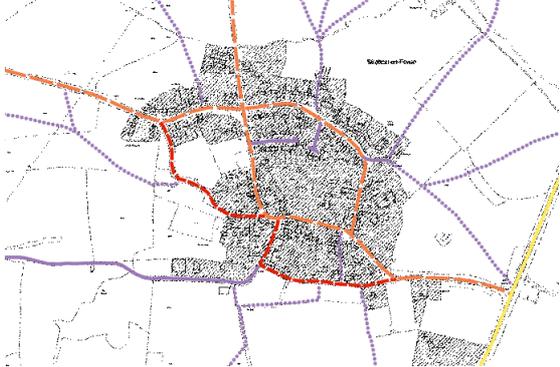
Examples of route hierarchies, component streets and openspace networks from other settlements

Welford-on-Avon, Avon Valley area

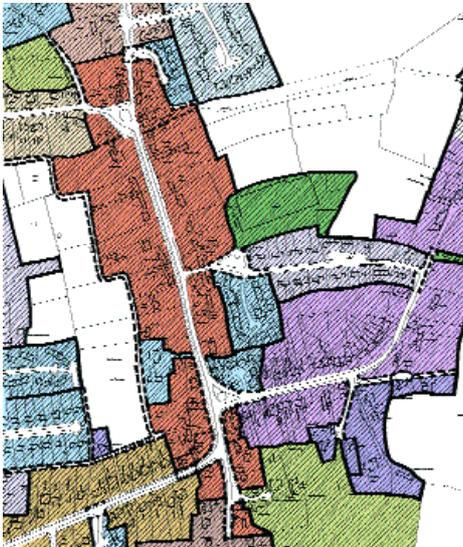


Welford-on-Avon - Hierarchy of routes

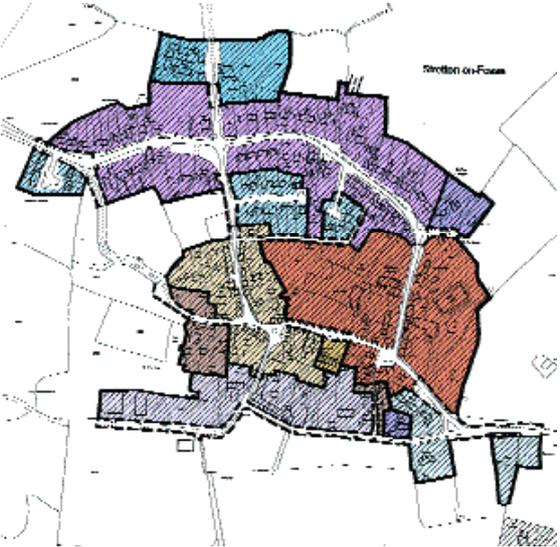
Stretton-on-Fosse, Cotswold Fringe area



Stretton-on-Fosse - Hierarchy of routes



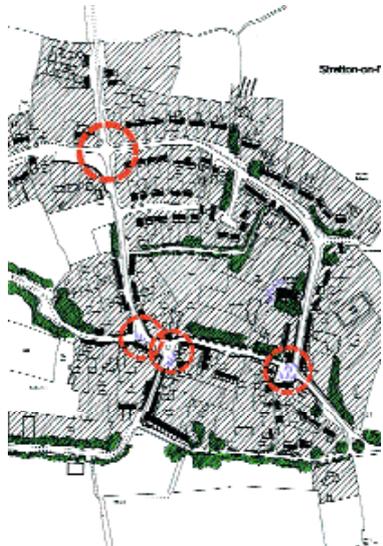
Welford-on-Avon -Component streets



Stretton-on-Fosse - Component streets



Welford-on-Avon - Landscape and openspace network



Stretton-on-Fosse - Landscape and openspace network

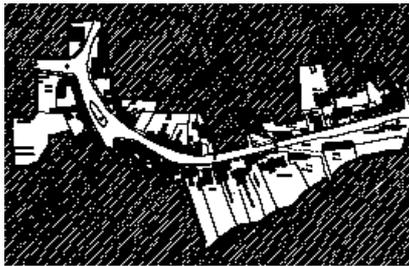
# Sample Analysis SHEET 4

## Kineton

### Streets

#### What makes a particular street different from others? What is its position?

The analysis will take Banbury Street as an example. The street is a main route into the village that connects to the main crossroads with the Warwick Road and Southam Street. Though a main route, it runs for a significant length along the southern edge of the village, parallel to the River Dene. There are three junctions, one with the secondary route, Manor Lane, the others with tertiary routes, Mill Street and Mill Lane. The latter gives access to the development to the north and connect through to Southam Street. There is also a loop further to the east giving access to the High School as well as a footpath connection to the south leading to the allotment gardens and a footpath leading north toward the old mill. The stretch from Mill Street west to the junction with Warwick Road contains most of the shops, pubs and businesses in the village.



Banbury Street, Kineton

#### What is the shape and size of the street?

As a main route, Banbury Street is quite long. In overall form, it has two sections, a straight length to just past Mill Street and a curving section from there to the junction with Warwick Road. Including the plots either side served by the street, the width varies from about 40 metres to about 120 metres. The southern boundary of the street (the backs of the plots) runs along the River Dene and so takes the shape of the river. The northern boundary is shared with plots of development to the north and runs in a broken but geometric line more or less parallel to the carriageway. It is also noticeable that the street pinches down toward the carriageway at the junctions with Mill Street and Manor Lane.



Banbury Street within the village

#### What is the range of parts and what is their internal arrangement?

The main components of Banbury Street, Kineton are plot series, including the allotment gardens, and the highway. The highway includes the carriageway, verges, footpaths and, at the top between the junctions with Manor Lane and Warwick Road, an oblong island of grass with a monument. The overall arrangement is highway flanked either side by plot series or allotments in more or less parallel strips. There are thus two main plots series with a single highway between them. Access to the plot series is from the highway so the fronts of the plot series face each other across the carriageway.

There are several different kinds of plot series along Banbury Street. To the east, the allotments occupy a relatively narrow stretch between the carriageway and the River Dene. Moving west along the southern side is a regular plot series of moderately wide and quite deep plots. Beyond, near the junction with Manor Lane there is a distinct series with small nearly square plots. The north side is lined with a more or less irregular plot series.

- 5.1 The street as a unit character
- 5.2 Variation of character and position
- 5.3 The extent of the street
- 5.4 The parts and arrangement of a street
- 5.5 Visual integration within streets

## The street as a unit of character

5.1.1 As set out in section 4.3, the basic arrangement of a street or road lined on both sides by plots containing buildings is a common feature of virtually all settlements in the district. It was also noted in section 4.4 that within settlements in the District, **different streets have different character**. Therefore, in the same way that the street, conceived as ‘highway with plots either side’, is taken as a fundamental unit of development, it is also taken as the fundamental unit of character.

5.1.2 In order to integrate development within a settlement, the street should be taken as the fundamental unit of character or a character area within a settlement. The street should be seen as the starting point or context for design, whether the development involves several streets or modifications to an existing one.

## Variation of character and position

5.2.1 The variation in character noted above and in section 4.4 tends to be a response to the position of the street on the site, within the hierarchy of streets making up the network and within the landscape and open space network.

5.2.2 In new development involving the creation of one or more streets, the character of each street should be an appropriate response to the following:

- its position on the site, including such features as topography, proximity to rivers or other bodies of water, trees and other landscape features, the path of the sun, prevailing winds, landmarks both outside and within the site (see also paragraphs 3.2.5 and 3.3.7);
- its position within the hierarchy of routes making up the settlement;
- its position within the landscape and open space network;

### Site levels

5.2.3 A specific and extremely important implication of the above principles involves the issue of site levels.

5.2.4 Keeping in mind the street should be seen as the unit of development, the relative levels of carriageways and the buildings they serve should be considered a central feature of the unit.

5.2.5 In particular, sites should not be filled and lifted solely in order to achieve adequate drainage falls.

5.2.6 In order to evaluate schemes in this regard, there are two main points that must be made clear in any proposal. One is the absolute change in levels and the impact of that change on surrounding physical features, properties and the village as a whole. The other main point to be made clear is the relative levels of proposed houses and the streets serving them.

5.2.7 It is essential that level information is submitted as early as possible in the application process.

- Existing and proposed level information must be submitted together on the same plan.
- Proposed levels should include, as a minimum, finished floor levels of buildings, cover levels of access holes and other surface equipment and street levels.
- The submitted information should clearly show the relative height of finished floor levels and the levels of the nearest adjacent carriageways or pavements.
- If the difference is sufficient to require treatment to retain the earth, details of the proposed treatment must be provided.
- On large sites, proposed contour information should be included in addition to spot levels.

## The extent of the street

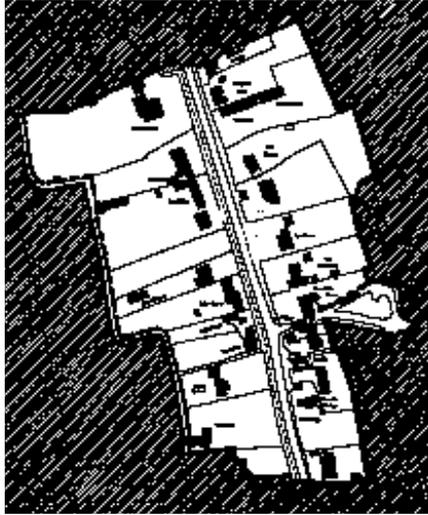
5.3.1 Examination of settlements in the District shows that, along with variation of character from street to street, the extent of a particular street of the same character varies with position. That is, main streets tend to be longer and the extent of the character area is larger relative to side streets.

5.3.2 In new development involving the creation of one or more streets, the extent or size of a street, as a character area should be appropriate to the position of the street within the hierarchy.

- Primary routes should normally be more extensive.
- Secondary and lower weighted routes should normally be less extensive.

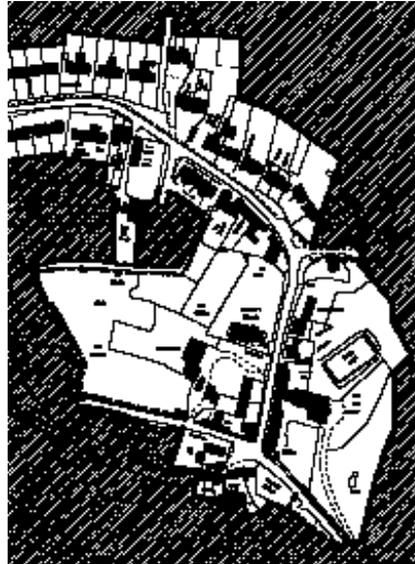
## Examples of streets from other settlements

### Welford-on-Avon, Avon Valley area

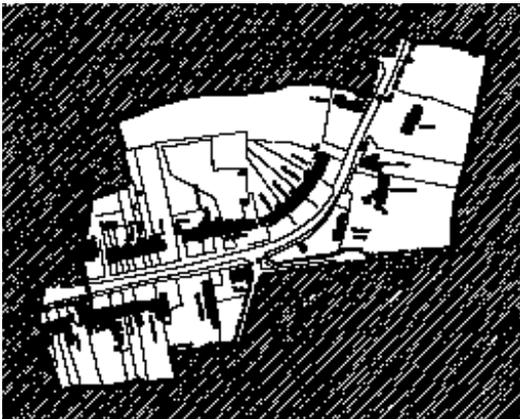


*High Street, a primary route with a relatively wide highway and plot series of large rectangular plots.*

### Stretton-on-Fosse, Cotswold Fringe area



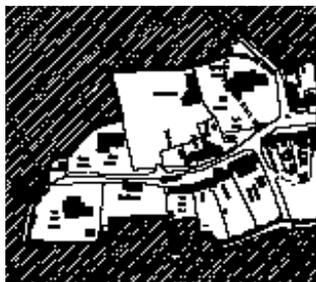
*A primary route within Stretton-on-Fosse divided into two distinct parts, one with plot series of small regular plots, the other with mixed series with different plot sizes and shapes.*



*Chapel Street, a secondary route with a narrow highway and a variety of plot series in terms of plot size and shape.*



*Belcony, a primary route including an irregular highway and a combination of linear and courtyard plot series.*



*Boat Lane, a cul-de-sac terminating in a footpath leading into the countryside. The plot series are more or less regular but with a mixture of plot sizes*



*Carson Close, a cul-de-sac with a 'standard' highway and regular plot series. Note the shorter plots by the corner in response to the plot fronting the main street.*

## The parts and arrangement of a street

- 5.4.1** The structure of a street as set out in sections 4.3 and 5.1 includes two general components, a highway and plot series. A plot series is a row of plots usually forming a continuous frontage along a public highway. The plots making up the series are often of similar size and shape though analysis shows there are frequently variations depending on specific circumstances. See section 6.1 for further discussions of plot series.
- 5.4.2** The highway is generally composed of a carriageway and, in many cases, one or two footways or verges. Various other components are found in particular situations as discussed in section 6.2.
- 5.4.3** All new development should follow the general pattern of highway flanked by plot series either side as a basic starting point for design.
- 5.4.4** The design of streets should vary to suit their position on the site, within the hierarchy of routes, the character areas and the landscape and open space network making up the settlement.
- 5.4.5** In the case of a main street with a larger extent, there should be some variation along the street from centre to periphery.
- 5.4.6** Variations in the arrangement of streets might include:
- the position of any proposed open spaces and squares within a street and relative to junctions with other streets;
  - the shape ('geometry'), size and component parts of the streets and open spaces
  - the shape, size and component parts of the plot series
- 5.4.7** The way in which streets vary should be based on variations characteristic of similar circumstances in the settlement in which the development takes place.
- 5.4.8** New designs to meet new requirements should be adaptations of existing arrangements. Particular attention should be paid to characteristic associations between *position* and the *geometry* and *arrangement of parts*.

## Sample Analysis SHEET 5 Kineton

### Streets

#### Are there typical associations between location and the design of highways, open spaces and plot series?

*The open spaces or 'squares' in Kineton tend to be widenings of primary or secondary street spaces. Examples include Banbury Street, the top of Bridge Street and the lower section of Southam Street. Market Square is an exception both because it is more regular and part of a tertiary route.*



*The main open spaces are, in general, associated with junctions and tend to be triangular or rectangular in shape. Thus the top of Bridge Street splays to from a triangle at the junction with Warwick Road; the bend in Banbury Street near the junction with Manor Lane widens into a triangular form; the rectangular space near the junction of Mill Street and Southam Street includes a grassed triangle. The Market Square is a further example of a rectangular space though with a building in the middle.*

*Aside from the primary and secondary routes, there are very few long, straight streets. The tertiary routes tend to be short or include a sharp bend. Warwick Road and sections of Banbury Street are the only long, dead straight streets. Most others have very gradual bends or a distinct, more or less ninety degree bend.*

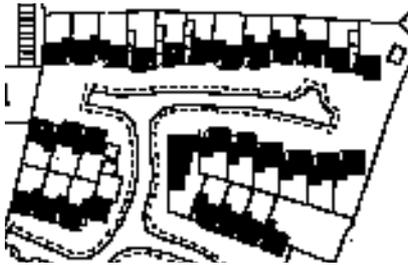
*The routes into the settlement tend to include areas of planting so that the transition from countryside to settlement is gradual as opposed to distinct and clearly articulated. There is not, however, a distinct difference along the streets moving from centre to edge. The principal difference is that the set-back of houses tends to increase moving out from the centre. Houses on the edge tend to be set back somewhat further.*

*There are differences in plot series depending on where they are found within the street. At junctions and when there is some other physical boundary or constraint the plots tend to be shallower.*

## Visual integration within streets

**5.5.1** A common complaint made against much contemporary development involving new roads is that highway geometry seems to take precedence over all other considerations in the design of new development. Part of the problem is the tendency for the roads with their turning heads and parking areas to be conceived as mono-functional elements, solely for the use of motor cars. Whether this is actually the case in the design process or not, the issue is that the streets appear fragmented and there is little integration of the highway and the plots and houses either side. Rather, the highway seems to meander between arbitrarily placed houses giving rise to a sense of disorder and disorientation.

*A straight row of rectangular plots staggered to accommodate a curve. The road appears isolated and unrelated to the houses.*



**5.5.2** A common example of this problem is the combination of a curving road and rectangular plots laid out parallel to each other. To accommodate the curve, the plots are staggered in a saw-tooth arrangement. The general sense of fragmentation is reinforced by the fact that there is little continuity of elements along the highway. The different elements do not work with each other to reinforce the line of the road. In contrast, the common solution to alignment along a curve in traditional settlements is to splay the plots to form a continuous line following the curve of the road. The various elements of the street tend to form an integrated whole.

*View and plan of Banbury Street, Kineton. Façades, eaves and roof ridges are parallel to and reinforce the line of the carriageway.*



**5.5.3** In many examples of streets in the District, the ridge line of the buildings, the front facade as well as the front boundary feature tend to run more or less parallel to the edge of the carriageway. One element reinforces the other to create a coherent entity. The elements hang

together as an identifiable set of interlocking parts. A footway or verge, for example, can be seen as a part of both the carriageway **and** the plots that front it. Similarly, plot frontages such as walls or hedges can be seen as part of both the plot and highway. When this is achieved, the carriageway is subservient to the design and character of the whole. Its specific role is not limited to accommodating cars. This is not to exclude variation but to suggest that the variation ought to occur within an acceptable range with elements that do maintain continuity.

**5.5.4** On another front, the arrangement of houses overlooking the street is generally agreed to lead to safer streets because occupants can observe what goes on in the public realm with relative ease and also see when people have passed from the public into the private realm. Also, as recent research suggests, this arrangement leads to better security because the flow of people along the street can also observe what is happening on the frontage of a house.

**5.5.5** Highways and the plot series and open spaces they serve should be seen as an interlocking arrangement of components not a collection of objects in proximity. The carriageway, footways and verges should all serve to reinforce the character of the whole not merely exist as mono-functional elements within it.



*The highway defined by the shared element of plot frontages*



*The shared element of footway and verge as an extension of the plot series*

**5.5.6** Speed control bends and turning heads should in particular be clearly integrated with the plot series and buildings around them in order to avoid the appearance of a mono-functional element placed arbitrarily.

**5.5.7** Each component part should appear as a distinct element and at the same time to belong together with the others. Footpaths, verges, and other elements of the highway including planting areas and large stature trees should appear as a positive extension of both the plot series and highway.

**5.5.8** See chapter 6.0 for further principles concerning highways, open space and plot series.

# Looking at the design of Highways, open spaces and plot series

# 6

- 6.1 The components
- 6.2 Highways
  - Other sources of guidance
  - Highways and open spaces within the street
  - Design and use
  - Carriageways, footways and islands
- 6.3 Plot series

## The components of streets

6.1.1 The various component parts of the street each present a range of considerations for design. The previous section dealt with the way the parts go together. This section deals with the design of each part as an element in itself, first highways and open spaces, then plot series.

## Highways

### Other sources of guidance

6.2.1 The design of highways is subject to advice and guidance at both the national and county levels. The principal technical source for national advice on highway design for residential areas is *Design Bulletin 32 Residential roads and footpaths* (1977, 2nd edition 1992). This has recently been updated by *Places, Streets and Movement: A companion to Design Bulletin 32* (1998). Both are available through branches of Her Majesty's Stationary Office (HMSO) and the Department of the Environment, Transport and the Regions (Publications Sale Centre, Unit 8 Goldthorpe Industrial Estate, Goldthorpe, Rotherham S63 9BL). Within Stratford-on-Avon District, additional guidance is provided by Warwickshire County Council's *Roads and Transport for Developments: The Warwickshire Guide 2000* (forthcoming) available from the County Council Office and Committee Services (Department of Planning Transport and Economic Strategy, Shire Hall, Warwick CV34 4SX, telephone 01926. 412395).

6.2.2 The information in these documents should form the basis for the design of new highways. As stated in *Places, Streets and Movement* (page 12), 'local highway standards are not statutory; nor are DB32 and the many local design guides which reflect and interpret its precepts. However, all of these documents are vital to the design process because of the guidance they provide on the overall layout and design of residential roads and footpaths'. **This guide aims to explain how the general advice is to be interpreted and applied at the local level in order to take account of the character of each area.**

6.2.3 In the design of new highways the most recent guidance should be consulted first.

6.2.4 To aid in the interpretation of the guidance and in order to achieve a high standard of integrated design, it is essential that applicants contact a District Council Planning Officer and County Council Highways Officer as early as possible in the design process to clarify questions of transport and highway design.

This is particularly important with large scale development where provisions for public transport will normally need to be considered.

### Highways and open spaces within the street

6.2.5 As set out in sections 4.3 and 5, development should be conceived and designed in terms of the street as a unit with the plots it serves. The street in turn contributes to a hierarchy of routes and landscape and open space network.

6.2.6 The overall design of development should not be led or determined by highway design. The alignment and details of the carriageway and footways should be designed together with the open spaces, plots and houses they serve.

6.2.7 In many cases open spaces are incorporated within or closely associated with the highway. In those cases the principles applying to highways in this and other sections also apply to open spaces.

6.2.8 The basic question applying to design, 'how can the best design be achieved within the bounds of what is acceptable in other terms.' is particularly important in the case of highway design.

6.2.9 The starting point for designs should be the geometry and arrangement of existing roads, streets, lanes and associated open spaces in the area where development is to occur, not standard dimensions. Existing types of highway and open space should be adapted with as little change as necessary to make them acceptable in the terms of current optimum standards.

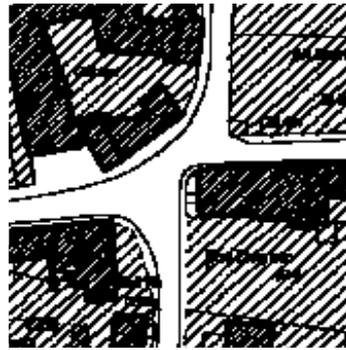
6.2.10 Depending on the circumstances, carriageway and footway or verge widths should vary to suit the space between plot series either side of the highway - which in turn should not be uniform. Variations in width should not be arbitrary or too small in scale but associated with or a response to existing or proposed features.

**6.2.11** It is generally expected that footways and verges should be included in the highway in order to accommodate public utilities. Guidance on the location and dimensions of service strips is found in *Roads and Transport for Developments: The Warwickshire Guide 2000*. **There should be scope, however, for some variation in location and dimensions depending on the specific circumstances. To this end, applicants are advised that it may be possible to negotiate with the statutory undertakers in order to determine the actual requirements in a particular case - which may differ from the standard locations and dimensions.**



*Pinch point, Shipston-on-Stour, Stour Valley area*

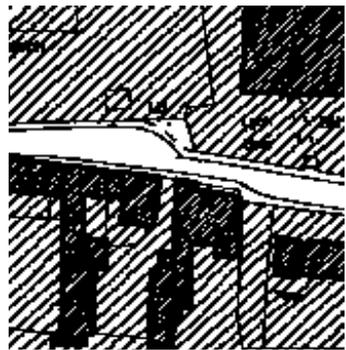
**6.2.12** In many parts of villages and towns in the District the highways are made up of a carriageway only, without any footways. **In areas where this type of highway is prevalent, the most appropriate form of new road is likely to be a shared surface as defined in Design Bulletin 32.** Existing types should serve as the basis for new designs in terms of geometry, arrangement and materials.



*Offset junction, Harbury, Feldon area*

**6.2.13** Bends, curves and chicanes should not be placed arbitrarily but should be associated with or as a response to some other feature either existing or proposed such as ground levels, trees, hedges, buildings, open spaces etc. This applies in particular to speed reduction features such as bends, chicanes and pinch points.

**6.2.14** Speed reduction features should be integrated into the overall design of the street as a whole. To that end, a mixture of measures should be used. Schemes employing only speed reduction bends, for example, are unlikely to be acceptable. Other features that should be considered include pinch points, chicanes, priority changes at junctions, staggered junctions and overwidened junctions.



*Pinch point, Harbury, Feldon area*

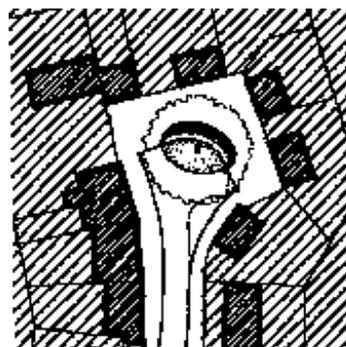
**6.2.15** Examination of existing settlements reveals there are many specific points in highways that by chance manage to function as speed reduction features (see illustrations right). Such examples should be used as a starting point for how best to design measures that are well integrated with surrounding development.

## Design and use

**6.2.16** Traditionally, streets have been used for a variety of purposes not only the movement of pedestrians, cars, buses, lorries, horses and cycles but also, in many cases, other activities such as markets, fairs, parades and street parties. While recognising that the principal use of highways has been, and remains today, movement, they should be conceived and designed as multi-functional spaces.

**6.2.17** The detailed design of the carriageways, footways and verges should be simple and allow for a range of possible uses.

**6.2.18** Kerb lines, for example, do not always have to be used to strictly delineate parking bays and turning heads. Space for on-street parking, bus stops and, where necessary, turning heads can be accommodated in widened street spaces. Kerb lines should relate to, and be integrated with, surrounding plots, buildings and other features such as trees and public open space. **Turning heads in particular should be integrated with other features so that they appear to be, and can be used as spaces for other, informal, purposes.**



*An example of a turning head integrated with the surrounding plot series*

**6.2.19** Similarly, the design of open spaces should be simple and allow for a variety of activities rather than a single use. For further indications for the design of open space see section 4.5

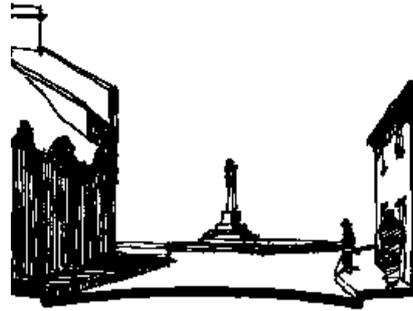
**6.2.20** Within the highway, shrub planting should be kept to a minimum with the exception of boundary or linear features

## Sample Analysis SHEET 6

### Kineton

#### Highways

The carriageway of Banbury Street within the village



A section through Banbury Street looking west toward the monument

#### What is the position of the highway?

Looking at the specific example of the western end of Banbury Street, this segment of the highway is part of a primary route through the village and connects to the main junction with Warwick Road and Southam Street. The street space contains the War Memorial, a significant landmark in the village. In addition, the street at this point widens out to form a space that is very nearly if not quite fully a square and contains much of the commercial activity of the village. It is also worth noting that this space accommodates car parking and might allow for a market, fair or festival.

The western end of the Banbury Street carriageway



junction with Warwick Road it is approximately 16 metres wide, frontage-to-frontage, opening out to about 22 metres and at the junction with Manor Lane the highway opens out to its widest point of about 30 metres. Further east, it narrows down again to its narrowest of 10 metres.

#### What is the internal arrangement of parts?

Like many highways, this part of Banbury Street includes a carriageway flanked either side by footways. In the widened area between the junction with Manor Lane and Warwick Road there is a tapering oblong area of grass. This splits the carriageway into two, one slightly narrower than the other. The wider of the two follows the line of the main route. Because there is a slope across the street and the grass area is more or less flat, there is a retaining wall on the lower side. The War Memorial is located toward the wider end of the grassed area and thus in a more central position within the street space as a whole.

#### What is the shape and size of the highway?

This portion of Banbury Street curves in a fairly constant arc. It is very likely that the carriageway follows the line of a route that existed before the settlement was formed. It is equally likely that the line of the original route was a response to the slope and the junction with Manor Lane, amongst other things. The carriageway takes a fairly gradual route up from the river to the crossroads and widens at the junction with Manor Lane. Appropriate to its position as a main route, the highway is relatively wide. At the

#### Are there typical associations between position and internal arrangement?

On primary and secondary streets in Kineton there are generally two footways, one on each side of the street. On tertiary routes there are sometimes two and sometimes one or none, the number and width varying along the street. On modern culs-de-sac there are generally two standard footpaths, one each side though in some cases (in general, older dead end lanes) the number and width is variable.

Islands tend to be used in widened areas of the street to define separate carriageways

#### Carriageways, footways and islands

6.2.21 The arrangement of carriageways and footways within the highway is such a familiar figure it hardly seems necessary to specify the position of a footway, for example. But as becomes clear when looking at different streets, the arrangement is not always the

same in detail. Also, position seen at higher levels can give strong clues as to what is appropriate in detail for carriageways, footways or islands.

**6.2.22** The dimensions of an element of the highway should vary in response to the site, to its location within the settlement as a whole and others features making up the street. For instance, wider footways are likely to be more appropriate in the centre as opposed to the edge of the settlement.

**6.2.23** The materials used for highway surfaces and related elements should be appropriate to the settlement as a whole and the position of the highway within the settlement and the range of materials acceptable for the purposes of adoption.

**Examples of highways from other settlements**



*High Street, Welford-on-Avon, Avon Valley area, a primary route with (left to right) verge, carriageway, verge and footway*



*Church Lane, Welford-on-Avon, Avon Valley area, a secondary route with (left to right) verge, carriageway and verge*



*Main Street, Cherington, Cotswold Fringe area, a primary route with (left to right) footway, carriageway and footway*



*Wood Lane, Cherington, Cotswold Fringe area, a cul-de-sac with (left to right) small verge, carriageway and footway*



*Henley Road, Great Alne, Arden area, a primary route with (left to right) footway, verge, carriageway and large verge with trees*



*Park Lane, Great Alne, Arden area, a secondary route with (left to right) verge with trees, carriageway and verge*

*Sample Analysis, SHEET 7  
Kineton*

**Carriageways,  
footways and islands**

**What is the shape and size of the  
carriageways, footways and islands?**

*Within the bounds of the highway as a whole, the width of the carriageways, island and pavements along Banbury Street vary in a complex but complementary way. The close relationship between the parts makes it difficult to discuss the shape and size of any one part in isolation. The pavements vary in width relative to the building line but generally expand and contract with the overall width of the highway. Similarly, the width of the carriageway*

*varies, kerb-to-kerb, expanding and contracting with the overall width of the highway. The oblong island occupies the widest part of the highway, splitting the carriageway into one larger and one smaller carriageway. The shape of the island varies so the width of the two carriageways either side remains constant as the overall width of the highway changes. The footpaths range from less than a metre to more than four metres wide and the carriageway from about 7 metres to 25 at the widest point. The island is 7 metres at its widest point.*

*It is noticeable that the variation of the widths is subtle and gradual, following generally, but not exactly, the curve of the building line. The kerb lines define both the carriageway and footpaths in smooth, continuous curves. But while they are smooth and continuous, they are not precise, circular curves. The result is a balance between continuity and variability, formality and informality.*

## Plot series

**6.3.1** There is an important connection between the street pattern and plots series. The connection is well illustrated by the example of a curve in the street. In order to maintain a continuous building line of public fronts along a curved street, the plot series must be adjusted from a standard rectangular shape. One solution is to splay the plots with each plot tapering to the back. Examination of settlements in the District shows that, in general, plot series are adjusted to suit different situations such as curves, junctions or physical features. Generally, the only place a regular series of rectangular plots is found is along a straight section of street between junctions **The general principle that follows from this is one of the most important in this guide.**

**6.3.2** The shape, size and arrangement of plots within a series should VARY to suit the situation and position within the street pattern.

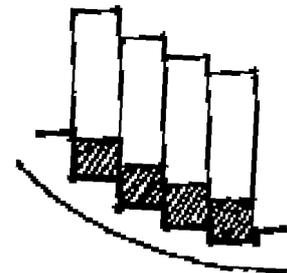
**6.3.3** A standard plot size and shape should not be used throughout a development. This applies in particular to curving streets, junctions and irregular site boundaries. It is very unlikely, for example, that the staggering of standard rectangular plots to accommodate a curve will be acceptable.

**6.3.4** Specific proposals for plot series should be based on series found in equivalent positions within the settlement where development is to occur. Attention should be paid to the characteristic associations between the position of a series and its internal arrangement.

*A series of splayed plots accommodating a curve*



*A series of staggered plots, an unacceptable way of accommodating a curve*



## Sample Analysis SHEET 8 Kineton

### Plot series



*Plot series within the street and village*



*The plot series making up Banbury Street, Kineton*

### What is the position of the plot series as part of the street as a whole?

*Looking at the series on the north side of the western end of Banbury Street, Kineton, it is on the inside curve of the street and backs onto a number of plots that are part of Mill Street including the single large plot of Court Close. At a*

*higher level of scale, the series is on the end of the street toward the centre of the village, near the main junction with Warwick Road and Southam Street. The series also faces the junction with Manor Lane. The frontage of the series forms the boundary between the public realm of the highway and the private realms within the plots.*

### What is the shape and size of the plot series?

*Each plot has a straight front at a slight angle relative to the plot either side and approximates the curve of the highway. The back boundary is shared with the back and side boundaries of other plots and follows a broken line of straight segments. The depth of the series varies from about 10 metres to 50.*



*Plot series, north western end of Banbury Street, Kineton*

### What is the internal arrangement of parts?

*The main components of the plot series are, of course, individual plots. There is a variety of plots in terms of shape and size and the number, location and arrangement of buildings. For the most part the plots are deeper than they are wide. It is also noticeable that they are wider at the front and taper down toward the back of the series. This allows each plot to have a front following the line of the street and to extend more or less straight back.*

**6.3.5** In general, within most parts of settlements in the District, plot series are oriented to reinforce the line of the street. Buildings on the plots tend to be arranged with the main ridge line parallel to the line of the street. Other features such as front boundaries tend to reinforce that line. Further, there tends to be a significant number of plots with the same orientation within a series in order to adequately define the street space. In particular, the orientation tends to remain the same for not less than 5 plots.

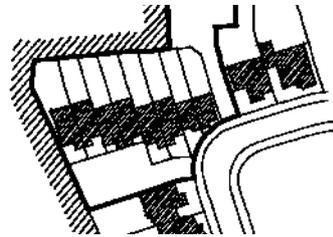
**6.3.6** Plot series should be oriented to reinforce the line of the street and of sufficient size in length along the street to adequately define the street space.

**6.3.7** Variations in orientation must be exceptions within an identifiable tendency. Several significant changes in orientation over short distances along a street, are unlikely to be acceptable.

**6.3.8** In certain circumstances, the area on the outside of a sharp bend in an street presents a special situation. The corner creates a relatively 'dead' or inaccessible area. A common response to this situation is a sub-series with a private drive running off the corner of plots parallel to one leg of the street. **This solution to the problem should be avoided.** A preferable solution would be to use the corner space for parking with a shared access.

**6.3.9** Within a more or less regular plot series along a straight stretch of street, there are often variations in plot size within a limited range and occasional larger variations.

**6.3.10** In new development, the plot widths within a series should not be uniform across the whole series but should vary within a limited range. Exceptional, large plots should also be considered and in the appropriate circumstances are encouraged.

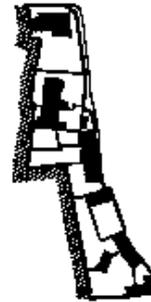


*Unacceptable solution to the 'dead corner' problem*

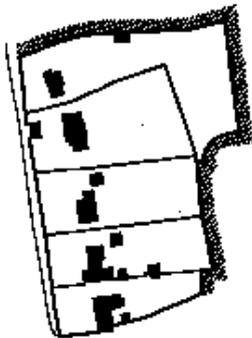
**6.3.11** An alternative to a large single plot is a 'sub-series' of smaller plots that work together visually as a larger single plot, for example, a multiple occupancy detached building associated with a large garden or open space.



*A courtyard series, Upton, Haselor, Arden area*



*A shallow series, Mill Street, Kineton*



*A series of wide, deep plots, High Street, Welford-on-Avon, Avon Valley area*



*A corner combination, Chapel Street/High Street, Welford-on-Avon, Avon Valley area*



*A series of deep, narrow plots, Chapel Street, Welford-on-Avon, Avon Valley area*



*A series with a courtyard combination, Main Street, Cherington, Cotswold Fringe area*

# Plots

- 7.1 Variation and position
  - Corner plots
- 7.2 Building position
  - Frontage set-back
  - Orientation to street
- 7.3 Density
- 7.4 Gardens and boundary features
- 7.5 Parking

## Variation and position

- 7.1.1 Virtually every settlement includes a range of different plots in terms of size, shape and the arrangement of the building or buildings. There is often variation from centre to periphery across the settlement as a whole as well as variation along a street and within an individual plot series.
- 7.1.2 There are four basic types of plot frequently found in most settlements in the District - **detached, semi detached, terraced and courtyard**. These terms are more commonly associated with house types. They apply equally - and in some ways more accurately - to plots. **It is the position of the main building within the plot, relative to the street and adjacent plots and buildings**

*Plots with houses set at or near the frontage forming a clear building line*



that determines if a house is, for example, detached or semi-detached. Aside from the party wall, the houses themselves may or may not be different.

- 7.1.3 The position of a plot within a series and the position of the series within a street can present very different circumstances to which specific designs must respond.
- 7.1.4 New development should include a range of plot types. Larger developments using a single plot type are unlikely to be acceptable.
- 7.1.5 Plots should vary in terms of size, shape and internal arrangement depending on the position of the plot within a series, within the street and within the settlement as a whole.
- 7.1.6 Variation of plots, within a series and along a street, should not be arbitrary but a response to particular circumstance. The starting point for selecting which types should be used in a particular position should be the range found in similar positions within the existing settlement.

- 7.1.7 New designs to meet new needs should be adaptations of local types. Again, attention should be paid to typical associations between the position of a plot and its internal arrangement.

### Corner plots

- 7.1.8 The most common case where a variation of type is appropriate is at corners. Even within a plot series adapted to a corner position, the plot in the vertex of the corner presents a special situation.
- 7.1.9 The plot occupying the corner should be a variation adapted to the position in terms of one or more of the following aspects: shape, size, the arrangement of the building or buildings, the building type and orientation of access and openings.



*Plots with the house set back from the highway but a well defined frontage line*

## Building position

### Frontage set-back

- 7.2.1 A particularly important aspect of plots is the position of the main building relative to the street. In many settlements in the District, the arrangement of buildings on the plot results in a strong building line.
- 7.2.2 In cases where development is proposed within an existing street with a well defined building line, proposed buildings should normally maintain the established line. Exceptions may be considered in special circumstances.
- 7.2.3 In cases where the main building is set back from the highway and the frontage is defined by a wall, hedge or fence, new development should maintain the frontage line with an appropriate treatment.
- 7.2.4 In development involving the creation of new streets, the amount of set back and resulting building line should be appropriate to the character of the street and its position within the hierarchy of routes and the settlement as a whole.

**7.2.5** The amount of set-back must be related to the street as a whole and, as noted above with respect to streets, the front-to-front dimension should be appropriate to the position of the street within the settlement.

While commonly accepted standards (70 feet/ 21 metres) may be used as a point of reference they should not be taken as rigid rules. At the same time, this should not be deemed as tacit acceptance of smaller dimensions applied uniformly or mindlessly.

**Orientation to street**

**7.2.6** In general the main building should be oriented parallel or perpendicular to a highway or plot boundary. This applies both to attached and detached types.

**7.2.7** Exceptions are only likely to be acceptable in the case of a detached house with very large gardens on all sides.

**7.2.8** Detached houses set at arbitrary angles on small plots should be avoided.

**Side-to-side distances**

**7.2.9** In the case of detached and semi-detached types, the set-back from the side boundary or boundaries should be suited to the position and size of the plot and the size and type of building.

**7.2.10** Large houses with minimum side set-back should be avoided.

**7.2.11** Narrow frontage, deep plan house types should not be used as detached houses.

**7.2.12** Narrow front deep plan houses are best rotated 90 degrees to be wide frontage, shallow depth. This arrangement is more flexible. It can be more easily adapted to different positions within a street and plot series. It is also more easily altered internally and extended without a negative impact on daylighting.

**7.2.13** In the appropriate circumstances, terraced types are encouraged for a number of reasons. They provide a positive definition of the street space leading to a clearer, less visually cluttered building line. Detached types, on the contrary, tend to result in a crowded appearance when used at current average densities. This is in part due to the fact that detached types raise the expectation of larger gardens and more planting which tends not to be fulfilled.

**7.2.14** With terraced types, higher densities can be achieved reducing the amount of land taken up by development leaving more land for planting and other uses. Because there are shared walls, terraced types also help reduce heat loss in individual houses and so reduce total energy consumption. **It is essential that terraced types have sufficient sound proofing. The construction of party walls should result in a sound barrier equivalent to detached types set at a minimum side-to-side distance.**

*Sample Analysis SHEET 9  
Kineton*

**Plots**

*A plot within Banbury Street, Kineton*



**What is the position of the plot as part of the series as a whole?**

*Looking at the plot series on the north side of the western end of Banbury Street, the plot is in the middle of the series. To either side is a plot with a terraced house set directly at the back of the pavement. These establish a distinct building line which is continued in both directions by front boundary walls and other buildings to form a continuous 'street wall'. The plot in question also fronts the widest part of the street and sits*

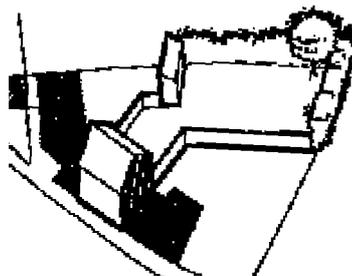
*directly opposite the junction with Manor Lane. In that position it is subject to particular scrutiny from people entering Banbury Street from Manor Lane.*

**What is the shape and size of the plot?**

*The plot is approximately 8 metres wide and an average of 28 metres deep from the front to the back boundary. The plot is an 'L' shape with the 'foot' of the L wrapping around a smaller plot to the east.*

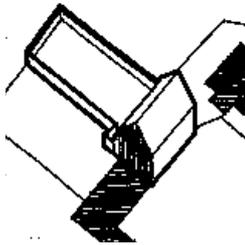
**What is the internal arrangement of parts?**

*The main building sits on the frontage directly on the boundary with the public highway and the main roof ridge is parallel to the street line. The gable walls are on the side boundaries. The rear of the plot is occupied by garden with a small outbuilding toward the rear.*

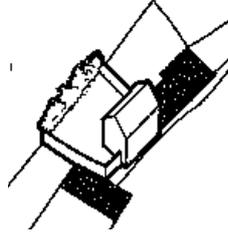


*The components of a plot: house, outbuildings, garden and boundary features*

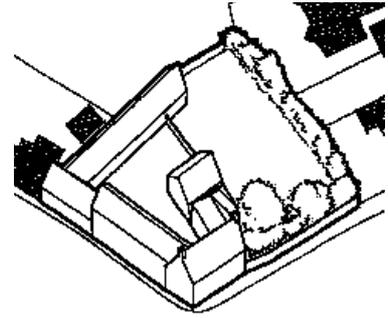
## Examples of plots from other settlements



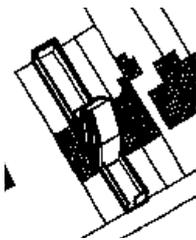
*A plot in a courtyard complex, Upton, Haselor, Arden area*



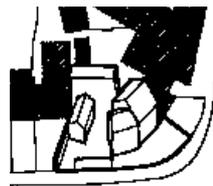
*A shallow plot with the house attached on one side and the front on the highway boundary, Mill Street, Kineton*



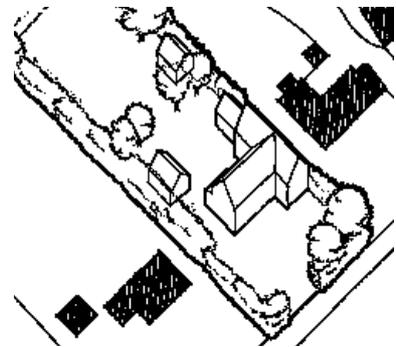
*A square corner plot with a courtyard arrangement of buildings, Banbury Street/Warwick Road, Kineton*



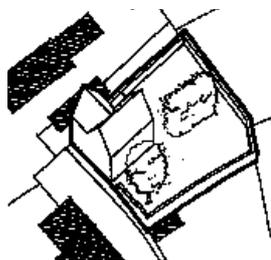
*A narrow, deep plot, mid terrace, set back from the highway, Chapel Street, Welford-on-Avon, Avon Valley area*



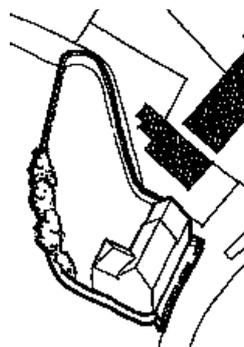
*A corner plot, with a composite main building with one side attached and set back from the highway, Chapel Street/Main Street, Welford-on-Avon, Avon Valley area*



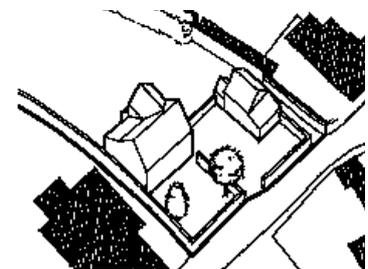
*A wide, deep plot with the main house set well back and one side on a side boundary, High Street, Welford-on-Avon, Avon Valley area*



*An end of cul-de-sac plot with the house on the frontage and a side boundary, Wood Lane, Cherington, Cotswold Fringe area*



*An end of series plot with the house occupying the full width and set back a short distance from the highway, Main Street, Cherington, Cotswold Fringe area*



*A wide, deep plot with main and outbuilding set back from the highway, Stourton, Cotswold Fringe area*

## Density

**7.3.1** The density of residential development is fundamentally related to the size of plots and the amount of building on each plot. Density is most commonly measured in houses per acre or hectare. This is not the most accurate measure of building density because of the significant differences in size and occupancy levels between different house types. For example, a development of 10 five bedroom houses on an acre is denser than 10 two bedroom house on the same area.

**7.3.2** It is essential that proposals for development should include a table or schedule stating the net developable area, the total number of houses, the floor area and storey number per house type, and the total floor area of building.

**7.3.3** Central government advice on the question of housing density is tending to support the idea of raising densities at or immediately surrounding places with good public transport facilities. The intention is to improve the viability of local services and reduce the need to travel for services. **In the context of Stratford-on-Avon District, the issue of higher densities needs to be set against the issue of local character, particularly in the smaller rural villages.**

**7.3.4** New development should balance considerations of character and density. Application of a uniform density across the District or even within a specific settlement is unlikely to be appropriate.

**7.3.5** Working with existing settlement patterns, the most appropriate basis for variation in density is a general gradient along two main lines:

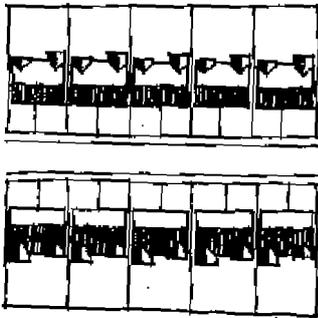
- the urban/rural distinction,
- centre/periphery.

**7.3.6** Within Stratford-on-Avon District, the urban/rural distinction is more one of larger rural town to small rural village. Higher densities will thus be more appropriate in larger towns as opposed to small villages or hamlets.

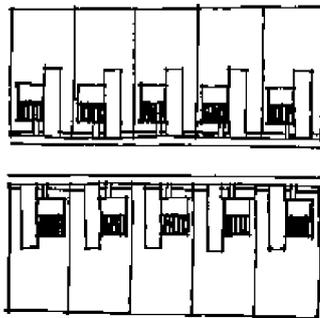
**7.3.7** Densities within a particular settlement might vary from centre to periphery. It is important to note that 'centre' in this context is an area of concentration of buildings and/or services.

**7.3.8** In many cases, the centre is located near or radiates out from a cross roads or along the central axis of the main route through the settlement. There are cases, however, in which the area of concentration is not at the physical or geographical centre of the settlement. Equally, some settlements have two or more such centres.

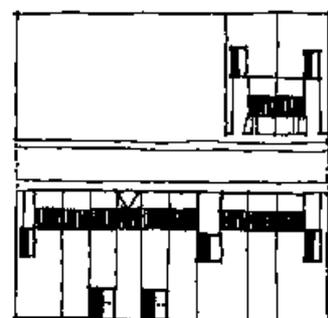
**7.3.9** Within a settlement, higher densities will be more appropriate toward the centre. In certain instances multiple centres will be acceptable. Any sub-centre, however, must have ready access from a primary or secondary route and/or public transport.



*A one acre scheme with ten five bedroom, detached houses*



*A one acre scheme with ten two bedroom detached houses*



*A one acre scheme with ten two bedroom terraced houses*

## Gardens and boundary features

**7.4.1** The position, shape and size of gardens is a function of the position of the building within the plot. Depending on the plot type, there might be front, side and back gardens. For guidance on the matter of planting, please refer to section 4.5.

### Garden size

**7.4.2** As with front-to-front dimension, commonly accepted standards may be used as a point of reference (11 metre gardens to achieve a 70 feet/ 21 metre back-to-back dimension) but should not be taken as rigid rules. At the same time, this should not be deemed as tacit acceptance of smaller dimensions applied uniformly or mindlessly.

## Boundary features

**7.4.2** In cases where the main building on a plot is set back from the boundary with the highway, the feature, if any, that defines the boundary makes a significant contribution to the character of the settlement. Typical treatments vary from one character area to the other and from one sub-area to the next. In many cases there is a variety of treatments within a settlement. Further, on a given plot, treatments can vary between front, side and rear boundaries.

**7.4.3** Plot boundary treatment should be appropriate to the position of the boundary within the plot, the street, settlement and character area. The choice of proposed feature (in terms of position, shape, size, details of construction and materials) should be based on the range found in similar positions within the settlement where development is to occur.

**7.4.4** There are five basic forms of boundary treatment commonly found in the district:

- stone walls,
- brick walls,
- timber fences,
- metal railings,
- hedges.

See page 70 for illustrations of examples.

**7.4.5** The Character Map of the District gives indications of dominant wall materials as do Conservation Area documents. The materials used in stone and brick walls should ideally be of local provenance or matching appropriate local materials in shape, size, colour and texture. It should be noted that characteristic materials for boundary walls are in some cases not the same as those for the walls of houses and other buildings. For hedges, please refer to the section 4.5 and Appendix D.

**7.4.6** Boundaries facing open countryside, public rights of way or public open spaces should NOT be close board fence. Picket, pale, post and rail or hit and miss fencing or orchard railing is more likely to be appropriate in such cases, generally in association with hedging. Walling may be appropriate in some cases.

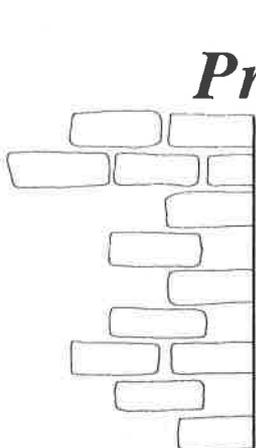
Close board or other solid fencing should generally be restricted to side and back boundaries shared with other built up plots.



# *Stratford-upon-Avon*

## *Conservation Area*

Stratford-on-Avon District Council



## Preface

Stratford-upon-Avon Conservation Area was designated by Warwickshire County Council in 1969, in accordance with the Civic Amenities Act 1967. Control and monitoring of the Conservation Area later passed to Stratford-on-Avon District Council which, in 1991, resolved to review its designation as required by the Planning (Listed Buildings and Conservation Areas) Act 1990.

Michael Reardon and Associates in collaboration with Alison Higgins Associates were commissioned to undertake an independent survey and analysis of the buildings and landscape of the town. This report identified the historical, architectural and environmental qualities of the settlement, made recommendations for the continuing protection and enhancement of the Conservation Area and proposed boundary changes. It was adopted by the District Council on 20 July 1992, taking into account local opinion.

This booklet, based on the consultants' report, has been produced by the District Council in the interests of preserving and enhancing the character of the Conservation Area. It forms a supplement to the District Councils' planning policy as set out in the Stratford-on-Avon District Local Plan.



*July 1992*

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# Contents

	<i>Conservation Area Policies</i>	see accompanying leaflet <i>Inside Back Cover</i>
	<i>General Introduction</i>	4
	<i>Amended Conservation Area Boundary</i>	5
<b>1</b>	<i>An Introduction to Stratford-upon-Avon</i>	6
<b>2</b>	<i>The Settlement - History and Development</i>	8
<b>3</b>	<i>Characteristics of the Conservation Area</i>	17
	General	
	Sub-Divisions Areas A, B, C, D, E and F (see <i>Appendix B</i> )	
	Approaches to the Conservation Area	
<b>4</b>	<i>Area A - River</i>	20
	General Characteristics (see <i>Appendix B</i> )	
	Architectural Form and Materials	
	Views	
	Landscaping	
<b>5</b>	<i>Area B - North to the canal</i>	30
	General Characteristics (see <i>Appendix B</i> )	
	Architectural Form and Materials	
	Views	
	Landscaping	
<b>6</b>	<i>Area C - West to the railway</i>	37
	General Characteristics (see <i>Appendix B</i> )	
	Architectural Form and Materials	
	Views	
	Landscaping	
<b>7</b>	<i>Area D - South and Old Town</i>	41
	General Characteristics (see <i>Appendix B</i> )	
	Architectural Form and Materials	
	Views	
	Landscaping	
<b>8</b>	<i>Area E - Medieval heart of the town</i>	49
	General Characteristics (see <i>Appendix B</i> )	
	Architectural Form and Materials	
	Views	
	Landscaping	

**9 Area F - Beyond the canal to the north** 64

- General Characteristics (see *Appendix B*)
- Architectural Form and Materials
- Views
- Landscaping

**10 The Future of the Conservation Area** 67

- Area A
- Area B
- Area C
- Area D
- Area E
- Area F

**11 Conclusions** 81

**Appendix A** 85

Schedule of buildings of Special Architectural or Historical Interest and of group value within the Conservation Area

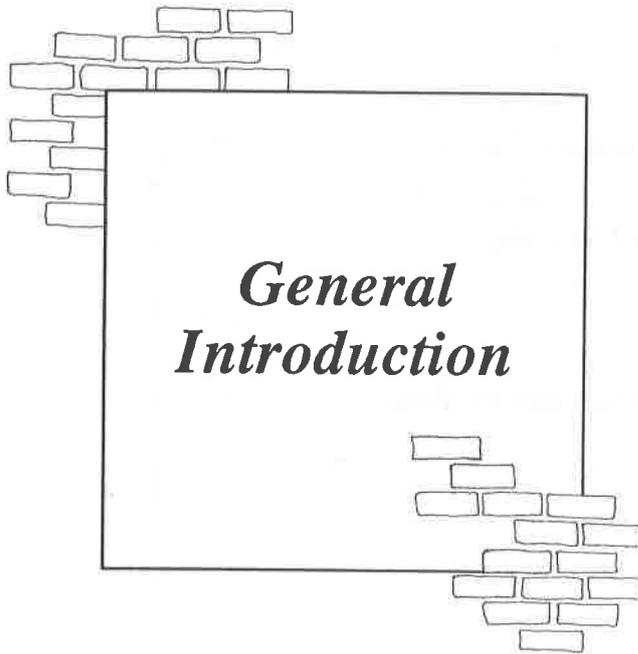
**Appendix B** 173

- Settlement Analysis Maps
- Sub-Divisions (see *pages 18 & 67*)
- General Characteristics Areas A - F

**Conservation Area Plan References** 180

**Conservation Area Plans A - F** *Inside Back Cover*





## *General Introduction*

### **1.1 Definition**

The statutory definition of a conservation area is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." Conservation Areas are normally centred on listed buildings and pleasant groups of other buildings, open space, or an historic street pattern. A village green or features of archaeological interest may also contribute to the special character of an area. It is however the character of areas, rather than individual buildings, that such a designation seeks to preserve or enhance. The most recent legislation dealing with Conservation Areas is the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78).

### **1.2 Designation**

Stratford-upon-Avon Conservation Area was originally designated in 1969 under the Civic Amenities Act 1967. With the passage of time it has become appropriate to assess the character of the area to decide whether the boundary should be redefined to take account of changing circumstances.

Designation should be seen as only a preliminary stage in the conservation process as the Town and Country Planning legislation requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area. In doing this the emphasis will be on control rather than prevention, to allow the area to remain alive and prosperous but at the same time to ensure that any new development accords with its special architectural and visual qualities.

### **1.3 Pressures**

If we do not take steps to protect and preserve buildings of value, either in their own right or because of the contribution they make to a pleasant townscape or village scene, they may well be lost, and once lost, they cannot be replaced. It should, however, be remembered that our heritage is the product of many centuries of evolution and it will continue to evolve. Few buildings exist now in the form in which they were originally conceived. Conservation allows for change as well as preservation and our architectural heritage has to be able to accommodate not only changes of use but also new building nearby. This can be done provided that the new buildings are well-designed and follow fundamental architectural principles of scale and the proper arrangement of materials and spaces and show respect for their neighbours. Conservation means breathing new life into buildings, sometimes by restoration, sometimes by sensitive development, sometimes by adaptation to a new use and always, by good management. Taking decisions on matters concerning listed buildings and conservation areas involves balancing many factors.

### **1.4 Response**

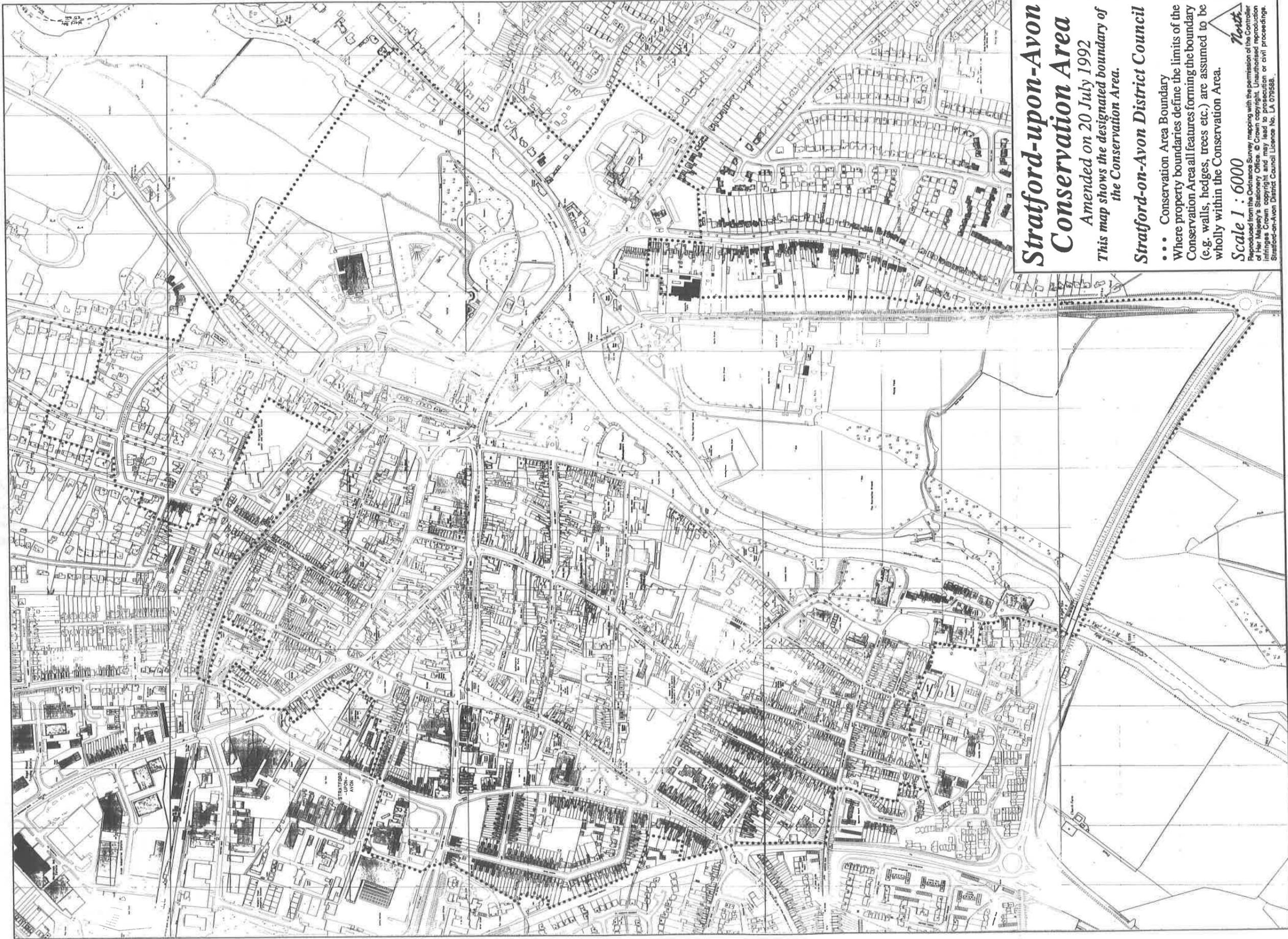
Historic buildings and conservation areas are vitally important to the environmental quality of life in this country. Buildings of architectural and historic merit should receive very special attention. Local authorities stand in the vanguard of those protecting historic buildings and areas. The Secretary of State expects them to make diligent use of all the powers available to them. Public opinion is now overwhelmingly in favour of conserving and enhancing the familiar and cherished local scene, and, it is expected that authorities should take account of this when framing their policies affecting historic buildings and conservation areas.

### **1.5 Further Advice**

In 1990 Stratford-on-Avon District Council began a complete review of existing Conservation Areas. This report is the result of that exercise.

The report has been approved by the District Council on 20 July 1992 as its formal view on the amended Conservation Area. It is divided into 11 sections dealing with location; history and development; characteristics of the conservation area; landscape features; the future of the Conservation Area; in addition are listed building and settlement analysis appendices and the conservation area policies leaflet.

This document is not exhaustive, and further advice and information can be obtained from the Planning Department, Stratford-on-Avon District Council.



# **Stratford-upon-Avon Conservation Area**

*Amended on 20 July 1992  
This map shows the designated boundary of  
the Conservation Area.*

**Stratford-upon-Avon District Council**

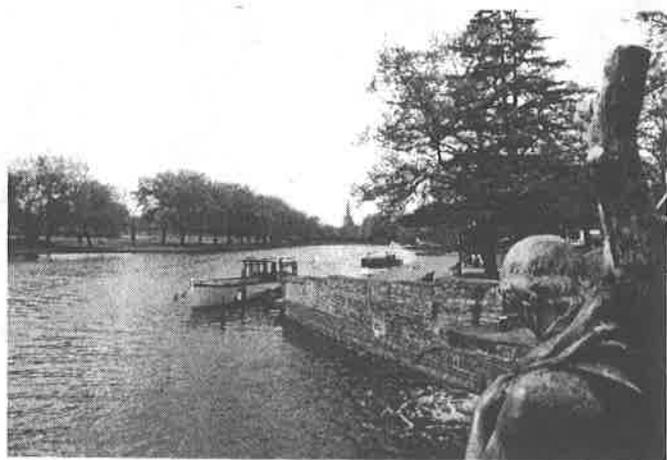
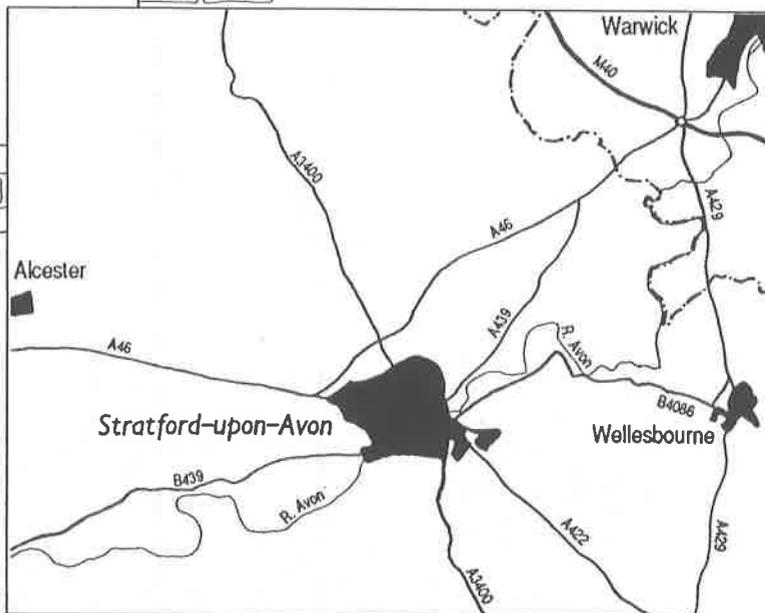
••• Conservation Area Boundary  
Where property boundaries define the limits of the  
Conservation Area all features forming the boundary  
(e.g. walls, hedges, trees etc.) are assumed to be  
wholly within the Conservation Area.

**Scale 1 : 6000**

North  
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# 1

## An Introduction to Stratford-upon-Avon



*River Avon and view to Holy Trinity Church*

The town of Stratford-upon-Avon is situated on the west bank of the River Avon, centred on an ancient crossing point. The river at this point is sufficiently wide to have formed a major barrier to travel in the past. The river valley is wide and shallow and the river slow-moving and meandering. There has consequently been a build-up of fertile soils which, originally, supported significant oak forests remaining well into the Middle Ages in the Forest of Arden to the north and subsequently producing good agricultural soil.

Since the river flows along the clay beds of the Jurassic and Triassic geological periods, there are no good building stones in the immediate vicinity. Outcrops of weak lias stones cause some undulation in the valley but the nearest good stones are those of the Cotswolds some 10 miles to the south which, in historical terms, was a long distance.

The low-lying nature of the surrounding land resulted in areas of swamp alongside the river which, until the construction of the



*Shakespeare's Birthplace in Henley Street*



*Aerial photograph showing gridiron pattern*

'Causeway' in the 15th century, made access to the then wooden bridge difficult. The town itself stood some distance back from the river on slightly higher ground.

The present built-up area covers a considerably larger area than the historic town. The majority of this expansion has taken place during the last 50 years but, thanks to the special attention given to Stratford as an historic centre from as early as the 18th century, the form of the medieval town is still clearly visible.

The gridiron pattern formed by the main streets in the centre is an indication of the town's early planned layout. This street layout was then sub-divided into burgage plots of a relatively consistent width, stretching back into the island areas between the streets. The housing was originally built along the street frontage which then necessitated either alleyways or archways through to the rear parts of the plots to gain access to outbuildings and workshops. This layout has significantly influenced the later,

and present, development of the town, whilst the large 'backland' areas have presented special opportunities and difficulties.



*Access through buildings to the rear of properties such as at Shrieve's House in Sheep Street is typical of the area and if well handled allows concealed development of backland areas*

Around the medieval heart, the 19th Century saw the development of a number of suburbs. Although these, to some extent, are also on a gridiron pattern, they were much more tightly planned and also began to incorporate a number of large industrial and institutional developments. It was also around this time that development on the east bank of the river began to increase, but on a much more haphazard pattern.



*Gower Memorial*



*High Street looking towards Chapel Street*

Beyond this architecturally and historically interesting heart, the town has now developed along the lines of most 20th century towns, encompassing formerly detached hamlets and villages such as Shottery, Tiddington and Bishopton. The first is designated as a separate Conservation Area and is covered under a separate report.

The location of the town has clearly influenced its character in a number of ways. The presence of clays and the lack of local stone, coupled with the existence of early woodland, has dictated the choice of building materials. The well-watered, fertile ground has then produced a rich agricultural area which has influenced the economic standing of the town. The location at a river crossing for a major coaching route between London and Birmingham, thence on to Holyhead, has also had an economic influence on the town, affecting the type and character of the built environment. The most significant influence on Stratford's character however is not geographical but, of course, literary. If Shakespeare had been born in the 18th rather than the 16th century there is no doubt that the Stratford of today would have a very different appearance.

# 2

## *The Settlement - History and Development*

that monastery. Although there are a few records of this period it is believed that there may have been a small hamlet clustered around the religious buildings which may have borne the name of Stratford. Around the end of the 12th century however, as a deliberate attempt to encourage the growth of a town, a 'new town' was planned slightly to the north of this early settlement. Remarkably the pattern of this is



*Clopton Bridge*

The Roman road joining Ryknild Street at Alcester with the Fosse Way, crossed the River Avon close to the present site of the Clopton Bridge. It was this ford that gave Stratford-upon-Avon its name. There does not appear to have been any settlement on this site however until much later. In the 7th century a large parish, later to be known as Old Stratford, encompassed many of the villages around this area but these were still isolated hamlets and none appears to have been on the present site of the centre of Stratford.

During Saxon times a monastery was established within this parish and it is generally held that the present church occupies the site of

still visible in the present plan of Stratford. Alcester Road, Greenhill Street, Wood Street and Bridge Street, follow the line of the Roman road down to the river. To the south of this, a regular pattern of streets was laid out in a grid iron as described in *Introduction to Stratford-upon-Avon*. After this date the new settlement became known as Stratford and the previous hamlet, Old Stratford. It is significant that the area of the former settlement remained outside the borough of Stratford until the late 19th century and even now is distinguished by the title of the Civil Parish.

The area of the new town was significantly larger than that required for the number of habitations and only the northern area from Bridge Street to Scholars Lane was built up even as late as the 16th century. The street frontages in this area were divided into burgage plots of narrow width, but stretching deep into the centre of the gridirons. This arrangement has had a distinct influence upon the long term character of Stratford, which has encouraged the variety along the street frontage. Additionally, the need for vehicular access to the rear parts of each burgage plot has frequently necessitated the creation of archways through the buildings along the street frontage. Many of these still remain.



*Holy Trinity Church from the recreation ground*

The southern part of the new town remained as open fields for very much longer and the subsequent developments along the southern end of Chapel Street and along Church Street were generally of a much larger scale, not tied to the burgage plots.

There appears to have been little economic pressure for growth of the town during the Middle Ages but extensive development would have been restricted by the presence of a swampy area known as Gild Pits (now Guild Street) to the north, the common fields to the west beyond the line of Grove Street and Arden Street, the property owned by the College, a large house which developed on the site of the monastery following the Reformation to the south and the river and adjacent marshes to the east.

Extensive research in connection with Shakespeare's life in Stratford has produced a clear picture of the society and population of Stratford in the late 16th century. There appears to have been little growth in the town in the previous three centuries but by the Tudor period it was beginning to increase its established reputation as a successful market town, and a centre of small industry. The former activity is

still perpetuated in some of the street shapes, such as the large open space of Rother Street, or Rother Market, where the cattle market was held and the width of Bridge Street, although this was later to be divided into Fore Bridge Street and Back Bridge Street by a row of houses known as Middle Row, which were demolished in the 19th century. Sheep Street perpetuates the use of this street for a sheep market.

Only local, easily-obtained materials were normally used for constructing the houses. At this time, this was essentially timber from the

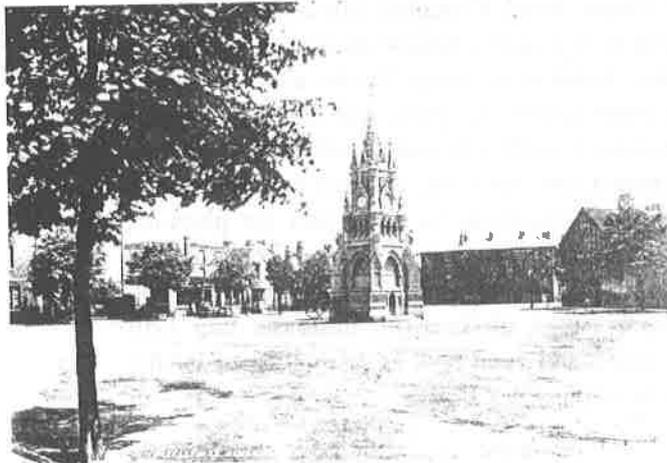


*Mason's Court*

forests, wattle and daub from the swamps by the river and reeds from the river bank. The combustibility of these materials had a radical effect in the later-16th century as much of the town was devastated by a series of disastrous fires in 1594, 1595 and 1614. Although many of the existing buildings were destroyed, the general layout was retained including the narrow plots, but a subsequent order of the local corporation forbade the use of thatch and insisted on the use of roof tiles.

The late-17th century saw the introduction of brick to Stratford. Suitable clays were discovered immediately to the west and brickworks were soon developed, which continued in existence to the present century. It is brick from this area that produced the characteristic brickwork used over much of the town. This utilises two tones of brick, one rather lighter than the other which is used in the headers of a Flemish bond of brickwork, producing a distinctive chequered pattern.

Around this period trade across the country was developing rapidly. Stratford's location on a main route from London to Birmingham and also on the, by then, largely-navigable river, allowed it to develop as a significant trading point. The 17th and 18th

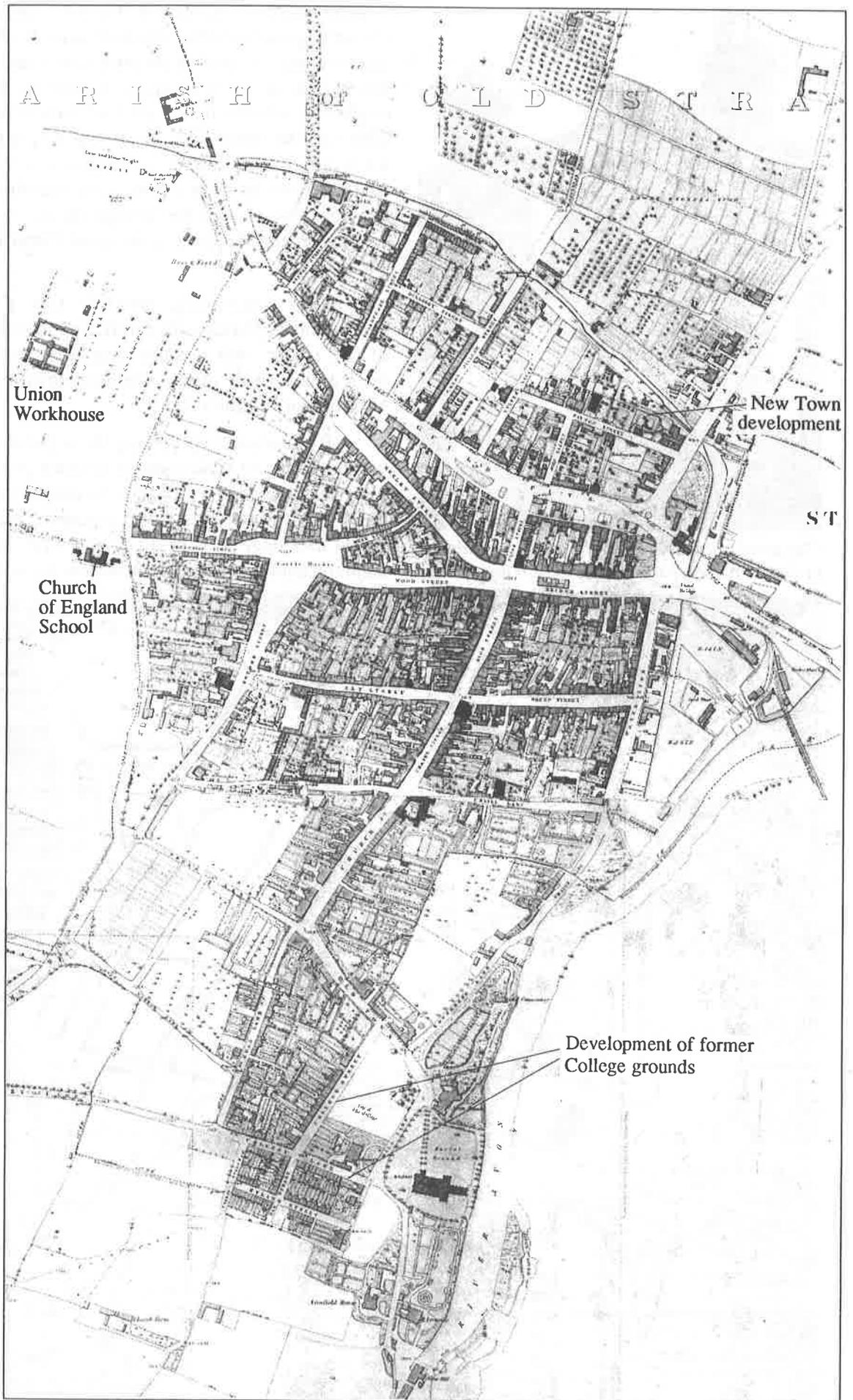


*Rother Street 1890*



*Rother Street and market in 1992*





Plan of Stratford-upon-Avon in 1851. Following Inclosure Acts development has taken place to north, up to the canal, to the west, but only the Workhouse and School, and to the south following demolition of the College

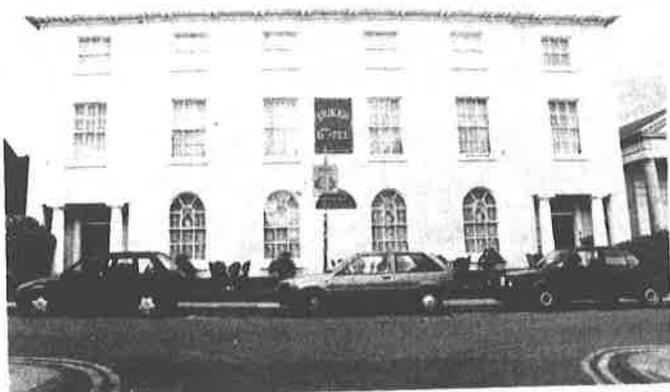
centre were the subject of Enclosure Acts and in 1797 the College to the south was demolished. This did not result in an immediate expansion but, in the early-19th century, the then owner of the White Lion Inn, John Payton, purchased land to the north of Guild Street and began laying out a new town represented by John Street and Payton Street. Originally it was intended that this should be a well-to-do residential area and the initial properties were quite large, such as the present Duke's Hotel,

which was developed by an experimental building society.



*Wellesbourne Grove*

During the 19th century, the increasing sense of public concern is represented by a number of large public buildings which were built on the nearest open ground to the centre of the town, namely immediately to the west of Arden Street. These buildings included the workhouse, hospital and a Church of England school. Unfortunately, the school has recently been lost but large parts of the workhouse and hospital are still retained.



*Duke's Hotel in Payton Street*

but the demand was for smaller properties and both he, and other developers, began establishing the current range of workers' cottages but of a reasonably high standard.

To the south of the town the owner of the former College land began auctioning plots in the 1820's. The houses were again initially of a 'superior type', such as those in College Street,



*Former Church of England School, Alcester Road*

A further constraint to the development of Stratford during the 19th century was the existence of the railway lines to the west and south (*see plan overleaf*). This appears to have restricted development in these directions and encouraged development firstly to the north and, eventually, over the river into Bridgetown.



*18 - 20 and Old Town House, College Street*

but, as the development proceeded through the 1830's and 40's, the less pretentious terraces of the remainder of this area were developed.

Much of the land to the west was in the ownership of Thomas Mason, and development here was not permitted until after his death in 1867. One of the first developments was that of Wellesbourne Grove and part of Albany Road,

From the mid-18th century, Stratford has promoted its connections with Shakespeare and encouraged the tourist trade, resulting in a certain boost to its own self-esteem. Its very tight development constrained by the railway, the river, the canal and a certain amount of industrial development to the north did not allow the development of any properties that



*Plan of Stratford-upon-Avon in 1914: development to west and south constrained by railways. Development also spread beyond the canal to the north and over the river.*

were in keeping with the ideals of the rising merchant class of Stratford. The Borough Council embarked on a, not entirely successful, development to overcome this lack by laying out a new estate off the Warwick Road. The Borough owned a large tract of land to the north of the 19th century new town. Welcombe

Road, St. Gregory's Road, Avenue Road, Maidenhead Road and Rowley Crescent were laid out with the express purpose of developing large, private houses. Unfortunately only a few of the plots were sold off and developed at that time but the plan remains and subsequent development into the 20th century has



1 and 3 St. Gregory's Road, with No. 5 behind

maintained some of those characteristics that were originally intended.

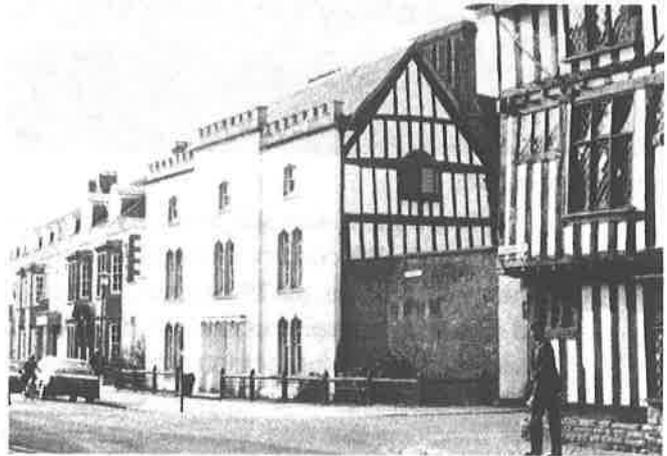
Throughout the development of Stratford, the river and its valley have presented a significant barrier. The earliest bridge was a timber structure spanning purely the river channel itself, but the approaches were reportedly extremely poor due to the presence of large areas of swamp land. In the 15th century, thanks to the altruism of Sir Hugh Clopton, the wooden bridge was replaced by a stone bridge and attached causeways which, apart from relatively minor modifications, still forms the basis of the existing Clopton Bridge (*photograph page 9*).

The general flood plain of the river was not developed until the 19th century. Only a few properties could be built close to the river on the slightly rising ground around the site of the Church. By the 19th century however the area of the Bancroft had been drained and, to some extent, controlled. The construction of two canal basins on this site encouraged industrial development around this area which was further enhanced by the construction of the tramway to Morton-in-Marsh in 1826 that terminated at the wharf. Much of this industrial development has now been wiped away and only Cox's timber yard between the tramway and Clopton Bridge remains as a reminder of this.

Apart from the construction of the Memorial Theatre, opened in 1879, the rest of the flood plain remained undeveloped, leaving a wide green swathe through the centre of the town. Development in the latter part of the 20th century however, to the north of Clopton Bridge, has made significant inroads into this, radically changing the character of the river valley.

A significant factor in the historical change of Stratford has undoubtedly been the influence of Shakespeare and the many myths and traditions surrounding his life. Since the celebration of the Shakespeare Jubilee, organised by David Garrick in 1769, the cult of Shakespeare has affected aspects of Stratford's development. By the 19th century this enthusiasm had grown to unprecedented proportions and there existed an urge to 're-discover' the Stratford of Shakespeare's time.

Undoubtedly in the late-16th century, much of Stratford was timber framed and indeed thatched, as noted previously, and even after the fires of c1600 timber framing remained the normal method of construction. However, the introduction of brickwork and a general depreciation of the poverty of timber framing led the 18th century to conceal much of the earlier buildings with brick facades. Fortunately, there were generally insufficient funds available for buildings to be demolished and re-built



*During the 18th century many early buildings were given new facades but remained as largely medieval structures. These facades were mostly removed in the 19th and 20th centuries but a few, such as 16 Church Street, remain.*

wholesale, and the earlier buildings were still retained behind the new facade. Ironically New Place, the home of Shakespeare in his later life, was one of the few properties where such an extravagance could be afforded and the original property was totally removed in the early 18th century to be replaced by a grand brick and stone structure which, in turn, was totally demolished in the mid-18th century, in a fit of



Cox's Timber Yard: centre is the Principal Timber Warehouse

pique of the then owner against the marauding tourists. The resultant gap in Chapel Street is a living reminder of the pressure of tourism!



*High Street in the late 19th century still presented a largely Georgian appearance with little timber-framing in evidence. Many of these facades have since been removed to reveal, or allow the reconstruction of, timber-framing behind leaving a more mixed character with a predominance of black and white work.*



*High Street in 1993*

Since there was still much evidence of the 16th and 17th century town still remaining behind later facades, the 19th century enthusiast had ample opportunity to remove the brick or rendered classical facades to reveal the earlier structures. Often, however, these were in such poor condition that they warranted significant re-building.

This enthusiasm significantly changed the character of Stratford, removing the dignified Georgian facades and producing the quaint timber-framed medieval town that we see today. Nowhere is this more evident than in the Birthplace itself. As elsewhere in this area, the properties along Henley Street were, no doubt, originally divided into burgage plots and, as still remains on the south side, the building line was probably continuous. By the early 19th century, the reputed Birthplace was still part of

a terrace of small cottages with vestiges of timber frame showing. In the mid-19th century however this was purchased, together with the adjacent property known to have been owned by Shakespeare's father, for preservation by the newly formed Shakespeare Birthplace Trust. The immediately adjacent properties were then demolished, leaving the Birthplace in grand isolation and a systematic re-construction was undertaken based on an 18th century etching of the two properties when much of the timber framing was still visible. The building we now see as a quite grand property isolated in a large private garden probably bears little resemblance to the property in the 16th century and is largely a figment of the 19th century imagination (present day photograph see page 6).



*Shakespeare's Birthplace in the 1840s was a simple terraced house. The removal of adjoining properties and the virtual reconstruction of the building in 1858 has resulted in a rather grand building befitting its importance but probably not typical of the original structure.*



*Birthplace c1864*

This longing for the re-creation of an historical ideal is however as valid as many of the other multi-faceted influences which have helped shape the present town.

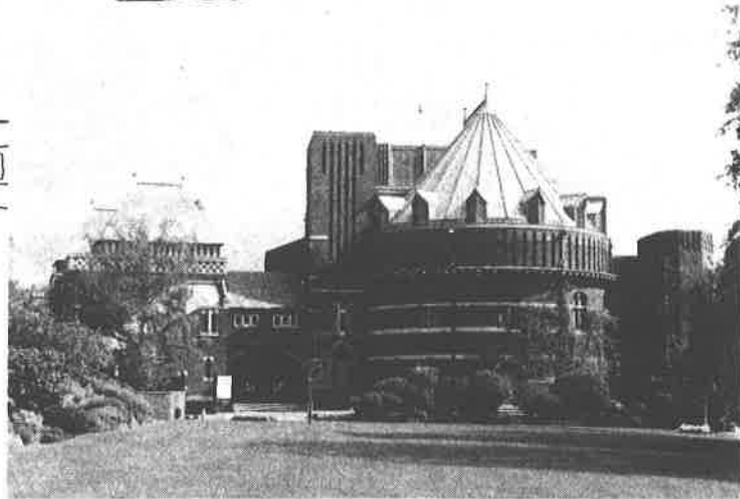
# 3

## *Characteristics of the Conservation Area*

*For Settlement Analysis  
Maps see Appendix B*

architectural or historic interest. Of these, 25 are in the top 2% of the country's Listed Buildings, being Grade I or II\*.

This great concentration of historic buildings lends a great deal to the character of the town. It is outside the scope of this report to comment on the individual contribution of these buildings but they should not, in any case, be

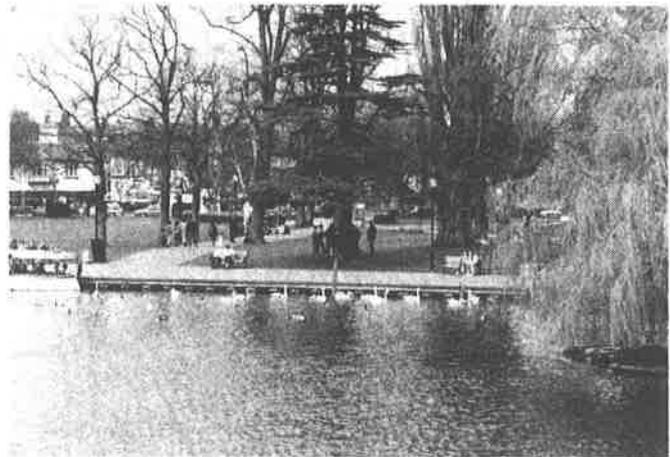


*Swan Theatre*

### **3.1 General**

Stratford-upon-Avon is a remarkable example of an English market town. Despite increasing commercial pressure it still retains many features which reflect its historic development. Much of this survival is due to the importance placed on the history of the town by its role as a tourist centre. The town has consequently avoided the drastic changes experienced by many other towns of a similar size throughout the country.

The result of this protection is that Stratford boasts over 250 buildings listed as of



*Waterside, Bancroft Gardens and the River Avon*

seen in isolation. The character of the Conservation Area is generated by many interconnecting aspects of the town as described in the following sections. The *Conservation Area Plans* (see inside back cover) identify the location of the Listed Buildings and also those other buildings which contribute to the general character. Other buildings in the area inevitably influence the character, and inappropriate alterations to them could be detrimental. It is perhaps best to consider these other buildings as those which require improvement in order to enhance the Conservation Area.



*Stratford-upon-Avon town centre*

**Sub-Divisions** The general sub-divisions are as follows:

**AREA A**

The generally open area along the river.

**AREA B**

The early-19th century developments to the north of the medieval town up to the canal.

**AREA C**

The 19th century developments to the west of the medieval town up to the railway.

**AREA D**

The 19th century developments to the south of the medieval centre on the site of Old Town.

**AREA E**

The medieval heart of the town itself.

**AREA F**

The late-19th century development beyond the canal to the north.



### 3.2 Sub-divisions

The Conservation Area encompasses not only the medieval heart of the town but also much of the 19th century suburbs and the open spaces adjacent to the river. Although these are all clearly related, both historically and, in some cases, architecturally, the different areas present differing characteristics. In order to understand the whole Conservation Area it is necessary to examine the different areas separately.

This study has identified six general sub-divisions of the Conservation Area. The distinction between the areas is not precise and there are several instances where the characteristics of one area extend beyond the general boundary of another. The following comments should not therefore be regarded as applying to a clearly defined physical area, but should be used to help identify the changing characteristics as one traverses the Conservation Area as a whole.

The Conservation Area however should not be seen in total isolation. One's appreciation of the Conservation Area is greatly influenced by one's experiences in approaching it. Consequently the appearance and characteristics of the various thoroughfares leading to the Conservation Area are of some importance. In most cases it would not be appropriate to designate these approach roads as Conservation Areas in themselves, but as preludes to the Conservation Area they perhaps require slightly more stringent control than other areas.

### 3.3 Approaches to the Conservation Area

There are 7 principal approach roads leading to the heart of the town. By far the most impressive is that along the Warwick Road, which descends onto the valley bottom a mile or so outside the town and proceeds through open countryside that slowly changes to almost



*View into the Conservation Area from Warwick Road*

parkland before entering the built-up area and Conservation Area at the same time. This transition from open farmland to an area of special architectural character emphasises Stratford-upon-Avon's status as a market town, re-inforcing the links between town and country. Further development in this area would severely affect the present tight link between countryside and Conservation area.

All the other approaches enter the built-up area at some distance from the Conservation Area and pass through somewhat undistinguished surroundings. The Tiddington, Banbury and Shipston approaches have a certain gentility as they pass through areas of well-to-do residential properties, set within generally well-maintained gardens. The Banbury and Shipston Roads have been given a somewhat greater status as a result of the tree planting along the roadside from the very edge of the town right up to the Conservation Areas, providing a gentle transition from country to Town Centre. All three approaches benefit from the focusing of attention as they suddenly reach the eastern end of the Clopton Bridge, announcing the arrival within the Conservation Area. It is unfortunate that this inevitably results in the traffic bottleneck, somewhat alleviated but not removed by the gyratory system between the Swan's Nest and Alveston Manor Hotel.

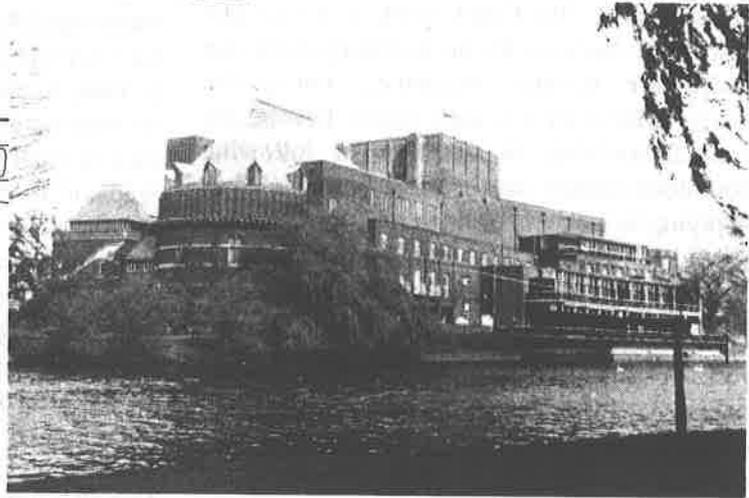
The transition from open farmland to the built-up area on the Evesham Road is again somewhat mollified by the lines of trees along the road as far as The Salmon Tail public house, but from here up to the Conservation Area, the road passes through a rather nondescript and diverse area of town. One of the most impressive aspects of this approach is, however, the view of the town as the road reaches the crest of Bordon Hill where the traveller still feels to be in open country. This impression should be retained but its control is outside that of the Conservation Area.

The Alcester Road approach has little to commend it. It passes through a mile or more of undistinguished townscape, alleviated by fields and playing fields on the south, before a fairly abrupt entry into the town centre as it passes over the railway line. The Birmingham Road approach, whilst probably the busiest, is unfortunately the worst, passing as it does through a semi-industrial atmosphere to arrive at the Conservation Area at an ill-defined crossroads and a sea of tarmac. Any efforts to improve these approaches would benefit the Conservation Area.

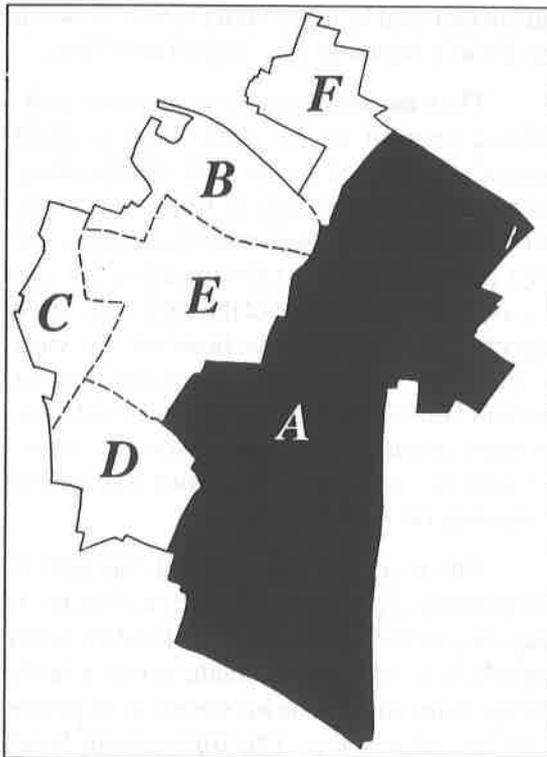
# 4

## Conservation Area A

See also Chapter 10 -  
*The Future of  
the Conservation Area*



*Royal Shakespeare Theatres across the River Avon*



### 4.1 General Characteristics

**Area A** is dominated by the River Avon. The west bank of the river, stretching from the viaduct in the south, up to Clopton Bridge, is characterised by large areas of open ground/gardens interspersed with important town

buildings such as Holy Trinity Church and the Royal Shakespeare Theatre. Prior to demolition, the corn mill and the two large houses on the river bank, namely Avonside and Avonbank, reinforced this pattern of development of relatively large detached important buildings, fronting the river and surrounded by mature gardens.

The river is traversed by means of a footbridge at the southern end of the area as well as a recently re-furbished vehicular bridge. Between Holy Trinity Church and the Royal Shakespeare Theatres, a small ferry for pedestrians operates. North of the theatres Clopton Bridge crosses the river as well as the old tramway bridge.

The east bank of the river consists predominantly of recreation grounds, providing various sporting facilities. These grounds are fairly heavily planted with some mature trees and some more recently planted specimens.

The area north of Clopton Bridge, which was previously open ground, is dominated by modern development, which includes a large car park, a leisure centre and a large hotel. The area known as the Swannery maintains its relationship to the river and the Stratford-upon-



*Area A characterized by dominance of the growing environment over the built environment. Well into this century this represented a swathe of green countryside through the town; development in the last twenty years at the north has virtually broken this corridor.*

Avon canal, although it is dominated by the backdrop of the Moat House Hotel.

Southern Lane and Waterside describe the edge of the 'garden' boundary to the west bank of the river. The development along Southern Lane and Waterside is characterised by residential development which fronts directly onto the road, consisting of some large and some small scale terraced houses.

The area around Clopton Bridge, which includes the Stratford-upon-Avon canal basin and the Swannery area, is visually an extremely important area. This is so because the functions around this area relate in a workman-like manner to the river itself. This area was, into the present century, a busy industrial area whose industries were linked to the tramway, the canal and the river. The basin was a functioning canal basin with several wharfs and boat houses, while the saw mill, which still exists, was obviously linked very closely to the tramway. It is important to ensure that the spirit of this area is not lost, even if its use changes.

## **4.2 Architectural Form and Materials**

### **4.2.1 West Bank of the River: Mill Lane, Southern Lane and Waterside**

This is the only sub-area within *Area A* which has a consistent architectural character and where there are buildings of sufficient unity to discuss the architectural form and use of materials.

Mill Lane is now dominated by two new developments viz. Avonside and Lucy's Mill. Southern Lane is dominated by two new developments consisting of a housing courtyard



*Avonbank Paddock*

on the Avonbank Paddock site and the reconstruction of The Other Place Theatre.



*Southern Waterside*

Southern Lane turns into Waterside at Old Ferry House, at this point Waterside consists of relatively large-scale terraced houses which front directly onto the road with very small gardens. These gardens are often situated slightly higher than pavement level and the houses are characterised by their individuality. The Ferry House, for example, situated directly opposite the pedestrian ferry point, has very much an identity of its own, established by detailing and proportion. Despite the individuality of these buildings, which mostly date from the 18th and 19th centuries, they establish a unity amongst themselves through the dominant use of brick facades and clay plain-tile roofs. The areas of land behind Southern Lane are characterised by large open tracts of land, which are now either car parks for the local authority or grounds attached to King Edward VI Grammar School.

Waterside presents an almost uninterrupted facade of simple, relatively low and small-scale terraced houses to the street front. These are characterised by clay plain-tile roofs with simple brick chimneys and facades,



25-31 Waterside

Painted timber windows and dormers on the first floor. Many of these terraced houses are a floor and a half in height. These terraced houses are situated directly on the pavement and are only interrupted by the large Victorian building



36-39 Waterside

which relates in style to the Royal Shakespeare Theatre Art Gallery, situated directly opposite.

The remaining length of Waterside, between Sheep Street and Bridge Street, is now occupied by modern development which, although unsympathetic in detail, retains the building line at the front edge of the pavement.

Southern Lane and Waterside are characterised by pavements which are paved in blue engineering brick pavers and granite kerb edges. The pavements along these two streets are important since they perform, in a sense, as a river side promenade, giving views through



Waterside walk

the gardens over the river. These pavements are also an important pedestrian link between Holy Trinity Church and the Royal Shakespeare Theatres.

### 4.3 Views

The views in *Area A* are dominated by the river. Clopton Bridge provides an important pedestrian and vehicular entrance and exit view to the town. The views across the river towards the theatre and down towards the church are



Old Tramway Bridge and Theatres

pleasant ones; however, the views to the north are dominated by the large developments of the Moat House Hotel and the recently-constructed car park. Similarly, the new Mulberry Centre now forms the main focus of the entrance to the town from Bridgefoot.



*View from the River Avon of the Canal basin with Waterside and The Mulberry Centre behind*

Other important views are gained from the east bank of the river along the length of the footpath which lines this side of the river. It

with the Shipston Road. A large area of land was included in this part of *Area A* in order to preserve the quality of these views across open ground.



*Holy Trinity Church from the east bank*

should also be noted that views are obtained across the river towards Holy Trinity Church from the new Southern Relief road at its junction

As the river is much used by small boats, views from the river itself should be taken into account. The views from the river are characterised by glimpses of buildings on Southern Lane and Waterside, seen through an almost continuous screen of mature planting and trees. This is reinforced by further mature landscaping on the various small islands which occupy a section of the river near Lucy's Mill.

The other important views in the area are those which terminate the views down Bridge Street, Sheep Street and Chapel Lane. The view down Chapel Lane is terminated by the tent-like roof structure of the Swan Theatre. The view down Sheep Street, terminated by Bancroft Gardens, is somewhat disfigured by an ill-placed modern lamp-post. The view down Bridge Street is less appealing, looking directly at the Moat House Hotel.



*Stratford-upon-Avon from the southern relief road*

The other entrances into the area i.e. along the Shipston Road, the Banbury Road and the Tiddington Road are also important to consider with regard to views. The entrance from Shipston Road is characterised by an avenue of mature trees which line the western side of the road at a slightly higher level, situated on top of the tramway. The view from Banbury Road is dominated by an early view of a row of pleasant cottages, attached to the Swan's Nest Hotel, and is terminated by the charming 18th century pavilion which once was in the grounds of Alveston Manor Hotel. This same pavilion also forms an importance focus at the approach from the Tiddington Road.

## **4.4 Landscaping**

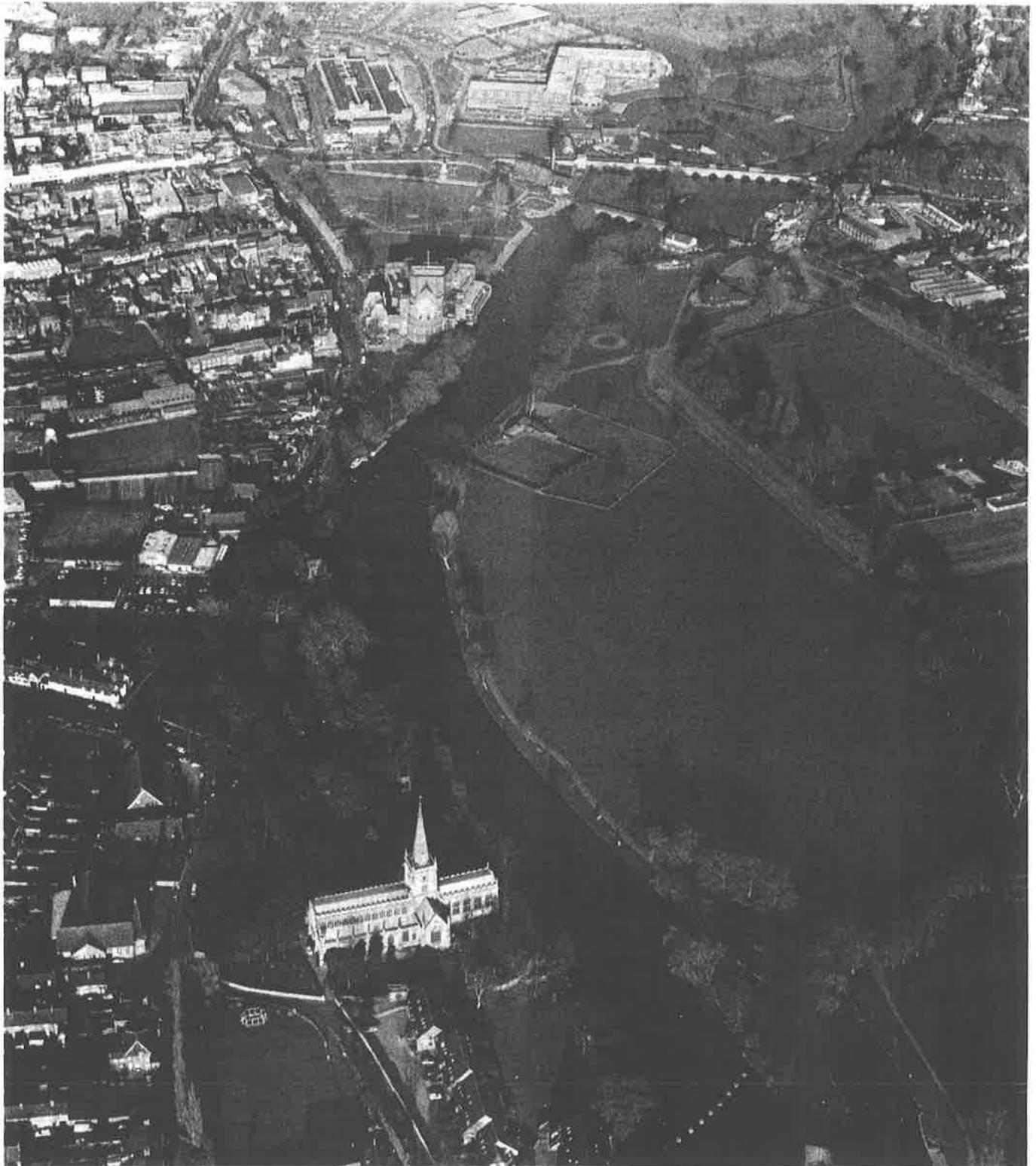
### **4.4.1 Area A**

*Area A* is dominated by the presence of the River Avon. The landscaping element in this area is the single most important feature. The area consists mainly of large areas of open recreation ground adjacent to the river, as well as several mature gardens. These gardens provide appropriate landscape settings for some of the most important public buildings in this

town. Due to the importance of landscaping in this area, it is described in some detail under various sub-area headings:

### **4.4.2 Lucy's Mill Area**

Although mature willows line the edge of the bank of the river adjacent to the Mill, there are still large open gaps which make the



*Stratford-upon-Avon, winter 1990*

building extremely noticeable particularly since the opening of the Southern Relief road.



*River Avon at Lucy's Mill*

The Avonside development adjacent to Lucy's Mill contains several important trees some of which are subject of a Tree Preservation Order. These include sycamore, cedar, beech, tree of heaven, Scots pine and several old oaks. These trees are relics of a once fine garden, attached to Avonside, the family home of the Lucys, the mill-owners. The riverside elevation of these developments could be improved by additional planting.

#### **4.4.3 The Recreation Ground**

The recreation grounds are large areas of open grass. The footpaths which line the edge of the river are well planted with mature trees as well as more recently planted specimens. Trees in the area include, mature lime, thorn, poplar and horse chestnut. The new planting consists mainly of silver birch, Cotoneaster, willow, dogwood and rowan.

The additional car parking adjacent to the sports ground has been screened by new planting, consisting of plum, birch, rowan, dogwood and Cotoneaster. The sports ground itself is surrounded by mixed thorn and rose hedge, with mature willow and silver birch. Again, in a similar way, the bowling green is bounded by privet hedging and lines of conifers.

Opposite the Theatre Garden, the planting consists of alder, willow and rowan. A line of



*View of the Recreation Ground from the Theatre*

mature willow trees extends along the path opposite the theatre with a row of newly planted willows on the other side of the footpath. Opposite the ferry landing there are mature lime, horse chestnut and beech, with additional recent planting of birch and rowan. The area around the Water Rat contains Berberis, roses and thorns.

#### **4.4.4 The Tramway**

The Tramway acts as an important visual boundary to the area, with its consistent planting of ash, oak and elm, with some thorn and privet hedging. The planting along the tramway also functions well as an avenue to the footpath. Being elevated it is visible on the skyline as a linear feature and is seen from the approaches to the town as well as from parts of the town itself.

#### **4.4.5 River Islands**

The various islands on the river adjacent to the recreation grounds are generally very heavily planted and are important landscape features. They perform extremely well as screening devices to the views from either side of the river bank. The island between the two weirs is well established with plantings of sycamore, willow and the remains of a holm oak. Lock Island is similarly planted with ash and sycamore. The island opposite Cox's Timber



*Nature Reserve*

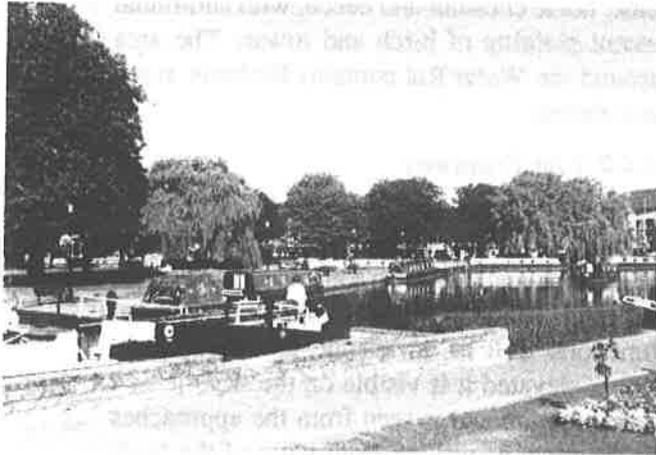
Yard is a nature reserve and has a mixed planting of willow, yew, hazel and sycamore.

#### **4.4.6 Bancroft Gardens**

The Bancroft Gardens are an important landscape element in Stratford and are much used and loved by the public.

The Gardens are characterised by a more formal, urban character which is not out of place, given its proximity to the town centre. It also provides a contrast to the more informal and wooded feeling of the Avonbank Garden

further down the river. The Garden has several avenues of mature trees as well as a sunken rose garden, and incorporates the lockside adjacent to the canal basin. The Gardens contain mature

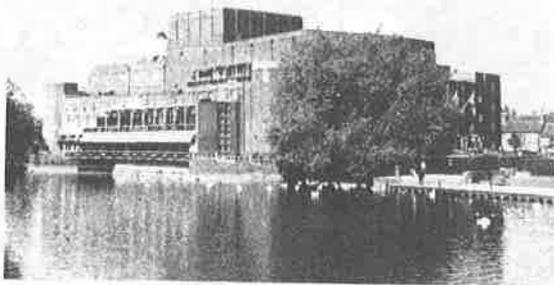


*Bancroft Gardens*

trees, including lime, cedar, silver birch with a fine old horse chestnut surrounded by brick paving and a very ancient weeping ash supported on an iron frame. The entrance to the Bancroft Gardens from Waterside, at the bottom of Sheep Street, has raised beds on either side with seasonal bedding plants and a circular rock garden in the centre.

#### **4.4.7 The Theatre Garden**

The Theatre Garden contains a fine, mature London plane adjacent to the steps of the theatre leading down to the river. Box



*Royal Shakespeare Theatre*

hedging lines the steps leading up to the veranda outside the theatre. Around the theatre there are raised brick and stone beds containing clipped Euonymus, Berberis and Cotoneaster. Clipped yew buttresses flank the southern side of the steps leading to the balcony with some silver birch and a cherry in the grassed area outside the theatre offices.

#### **4.4.8 Waterside/Southern Lane**

The houses front directly onto the street, resulting in relatively small gardens. Several of these small gardens, however, have important brick walls, e.g. the Arden Hotel, and some



*The Black Swan/Dirty Duck Public House*

contain mature trees, such as the ancient mulberry tree situated outside The Black Swan/Dirty Duck Public House. These small gardens are often elevated above the pavement level.

#### **4.4.9 Avonbank Garden**

*(see aerial photograph page 24)*

This garden was once the parkland setting for the large house called Avonbank which stood on the site between the round house and the Church. The mature trees, informal lawns and well-established screen of planting to the river provide a delightful riverside setting in contrast to the more formal Bancroft Garden.

An important element in this garden is the almost continuous line of the boundary wall along the length of Waterside and Southern Lane. This begins at the Church as a lias stone wall, becomes a brick wall along the Southern Lane garden and then again becomes a lias wall along the length of the garden which is adjacent to The Swan Theatre. This is a strong linear device which performs well in describing the edge of the riverside gardens.

The area between the church and the balustrading in the garden, contains fine mature cedar trees, a maidenhair tree, a tree of heaven, with variegated holly, yew and laurel at the edges of the gardens. New planting of trees such as rowan and lime have taken place. A weeping willow stands at the river's edge and a span of regenerating elm trees. The entrance to this garden is framed by a golden yew. This area of the gardens was once the site of Avonbank House and retains much of its mature domestic garden feeling. The old stone terrace wall is a sad reminder of the house, appearing in the garden like the remains of a Greek temple.

The trees in the main part of the garden include mature pine, larch, hornbeam, lime, yew, London plane and silver birch. A mature red oak stands in the centre of the gardens.

Groups of holly, yew and laurel are situated around the sub-station and in the shrubbery adjacent to the Brass Rubbing Centre. Yew, poplar, whitebeam, maple and shrubs extend along the edge of the garden by Southern Lane. Three mature holm oak are planted on the Southern Lane side of the Brass Rubbing Centre with an underplanting of laurel, Mahonia and holly. A fine cedar stands within the garden opposite The Other Place. Planting down to the river's edge consists of maple, willow, walnut, holly and laurel. Broad gravel paths dissect the garden. A line of flowering trees, including laburnum and cherry are planted within the garden opposite The Other Place Theatre.

Adjacent to the ferry landing, are mature sycamore, swamp cypress, horse chestnut and holly. The river bank adjacent to the garden outside The Swan Theatre is edged with mature horse chestnut, willow, silver birch, swamp cypress and dogwoods. This screen of trees and shrubs is considered to be an extremely important element within the area.

#### **4.4.10 The Moat House Hotel**

*(see aerial photograph page 28)*

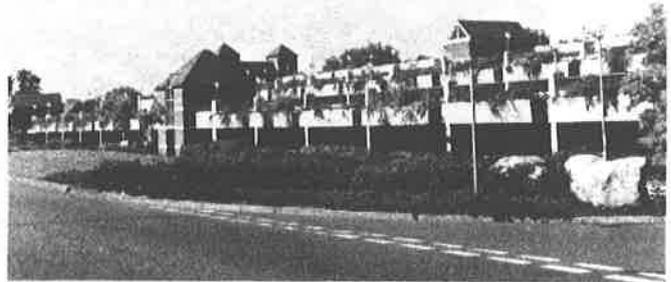
Lawns extend down to the river with some weeping willow and beds of roses set within the lawns. This area could be much more appropriately planted. A programme of dense planting could be implemented to screen the building from the important views from Clopton Bridge and Bridgefoot. Detailed planting around the hotel is poor with white plastic and concrete tubs lining the pavement adjacent to the hotel and the entrance having raised stone beds containing conifers. A rose bed has been established alongside the windows which overlook the car park. The car park at the Moat House Hotel would benefit from substantial, additional planting to screen it from the Bridgefoot view.

#### **4.4.11 Land adjacent to The Moat House Hotel** *(see aerial photograph page 28)*

The grass area alongside the approach to Clopton Bridge has a double row of whitebeams extending along the side of the road and on the western side there are seven mature limes along the bank of the Marina. These whitebeams replaced a line of poplars which had become dangerous.

#### **4.4.12 Bridgefoot Multi-storey Car Park**

This recently-completed building has been comprehensively landscaped. The beds at the entrance around the edge of the car parking area on the ground have been thickly planted



*Bridgefoot Multi-storey Car Park*

with beech, Eucalyptus, thorn and Cotoneaster saplings which are well maintained. Grass banks along the roadside adjacent of the entrance to the car park have beds of trees and shrubs set within them. The large boxes on both levels of the car park contain a mixture of shrub planting which is already helping to soften the outlines of the building.

#### **4.4.13 Bancroft Place**

*(see aerial photograph page 28)*



*Bancroft Place from Stratford-upon-Avon Canal*

This is a new canalside development which has been well planted with a mixed hedge of willow and snowberry around the car parking bay. Pollarded willows and thorn along the frontages overlook the road. Four mature willows have been retained along the fence which separates the new multi-storey car park and the drive to the houses. The fence has climbing plants growing over it. Ground-covering planting around the entrance to the flats consists of Cotoneaster, Lonicera and ivy and the area has been paved with brick.

#### **4.4.14 The Leisure Centre and Car Park**

*(see aerial photograph page 28)*

This has been reasonably well screened by a grass bank planted with ornamental trees and beds of roses. On the western side of the car



*Stratford-upon-Avon, summer 1990*

park area, a wooden closeboarded fence extends the length of the car park, backing on to the gardens in Warwick Crescent. Islands of trees and shrubs have been created amongst the car parking spaces, to help break up the large expanse of tarmac. Trees include rowan and cherry. A beech hedge extends along the main road leading into the car park on the western side with a low wooden railing on the east dividing off the Leisure Centre. Flowering cherry and rowan have been planted along the side of the Leisure Centre. Raised brick planting beds have been constructed outside the entrance to the Leisure Centre with inadequate planting. Planting outside the Harlequin Steakhouse has been well executed, with effective shrubs such as Euonymus and Eleagnus. Trees include rowan and silver birch. A mature thorn hedge extends around the perimeter of this restaurant and the tennis courts.

#### **4.4.15 Alveston Manor Hotel**

*(see aerial photograph above)*

The garden is characterised by mature trees which include a line of lime trees either side of the path leading into the hotel grounds from Tiddington Road. There are several horse chestnut trees which line the garden boundary along the Banbury Road and four additional horse chestnut along the northern side of the car park. A double row of mature hazel extends along the northern edge of the car park. This may have been a nut walk at one time. On the southern side of the garden is a fine old cedar. The drive coming off the Banbury Road is hidden in a cutting from view of the hotel. The banks on either side are planted with box, lilac, ash and lime with ground covering of ivy. This gives a very pleasing woodland effect. A fine boundary wall in brick surrounds the garden of the hotel.

#### 4.4.16 Approaches to the Area

The approach from Tiddington Road is lined on either side by houses which are set back from the road and have well established gardens containing mature trees. The views to the river are generally obscured on the western side of the road; however, there are places where one obtains views through the screen planting.

The entrance along Banbury Road has mature sycamore and lime trees lining the road on the southern side, with wide grass verges. A privet hedge runs along the edge of the footpath leading to the garage with a mature willow outside the garage forecourt. The garage is reasonably well screened to the front with birch and conifer planting.

The entrance off the Shipston Road has two semi-mature lime planted on the verge by the entrance to the garage. Mature trees line the road on the wide grass verge further to the south. The guest house and cottage gardens along this road have mostly been paved to provide car parking space and contain very little planting. The visual line of the tramway is important along this approach.

A wide lawn area is in front of the cottages attached to the Swan's Nest Hotel, at the junction of the Shipston Road and Banbury Road. This lawn area contains two mature fruit trees which provides some landscape relief to an otherwise quite densely architectural area. The planting at the side of the Swan's Nest Hotel consists of mixed shrubs, a mature ornamental cherry and

conifers. Four mature horse chestnuts, a holm oak and a gazebo are on the traffic island, which is retained by a low brick wall and a stone coping.

#### 4.4.17 Chapel Lane

Beyond New Place Gardens lies the Union Club Garden which has a mixed Lonicera and holly hedge along the top of the retaining wall with holly and ornamental cherry trees. Two junipers are on either side of the steps leading up to the entrance. The wall that surrounds the car park adjacent to the road is surmounted by clipped privet hedging.

A mature holm oak stands at the entrance to the car park of the Arden Hotel on the southern side of the lane. The school park has some shrub and tree planting around the car parking bays. A lovely old brick wall about 10ft high forms the perimeter wall to the old school buildings adjacent to the Guild Chapel.



*Chapel Lane*



*Gazebo, Banbury Road*