Clifton upon Dunsmore

Design Guidance and Codes

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Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
1	21/062023	First draft for QB review	Benedict Lancaster	Graduate Urban Designer
2	29/07/2023	Draft report review	Gary Kirk	Managing Director, Your Locale, external consultant working with NP Advisory Committee
3	07/08/2023	Final report for Locality review	Benedict Lancaster	Graduate Urban Designer

Contents

Introduction

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1. Introduction

Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Clifton upon Dunsmore Parish Council in support of the Clifton upon Dunsmore Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly forthcoming housing, coheres with and enhances Clifton upon Dunsmore.

1.1 About this document

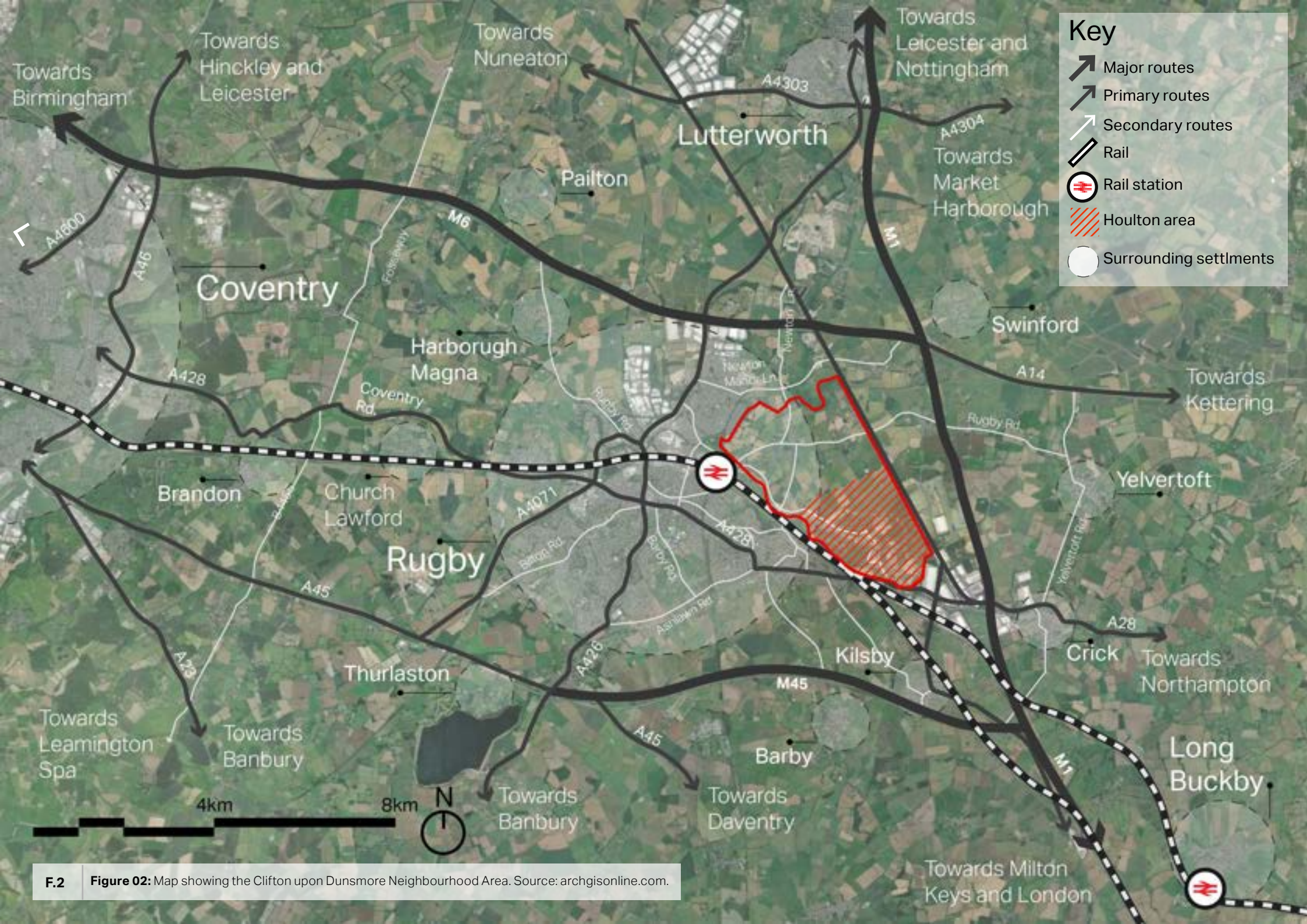
This document sets out design guidance and codes based on the existing features of Clifton upon Dunsmore. The Design Guidance and Codes are intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the area and as a guide for Neighbourhood Plan Advisory Committee and Rugby District Council when considering planning applications. It sets out the expectations for proposals and ensures that they will reflect on Clifton upon Dunsmore's key defining characteristics.

It is also important to note that codes and guidance within this document will not refer to development in Houlton to the south of the Neighbourhood Area. While Houlton is a part of the Parish, separate guidance and policies will apply.

What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Codes are requirements that provide specific, detailed parameters for development. Development must implement the codes and demonstrate how the guidance has informed the design. Code instructions will be found under *Implementation* in chapter 2.

F.1 Figure 01: Steps undertaken to produce this document



F.2 **Figure 02:** Map showing the Clifton upon Dunsmore Neighbourhood Area. Source: archgisonline.com.

1.2 Overview of Clifton upon Dunsmore

Clifton upon Dunsmore is a small, historic village located approximately 1.5 miles east of Rugby, Warwickshire. It is a key rural settlement within the borough, though it is primarily residential with a few small services such as a village store, a pub, a cafe and bakery, a salon and community uses, including St Mary's Church.

Additional amenities are accessed within Rugby. These are primarily accessed via car, with journeys utilising the Rugby Road to drive into Rugby Town Centre. Additionally, the number 9 and L1 bus services provide connections via public transport.

Clifton upon Dunsmore benefits from close proximity to excellent rail connections along the West Coast Mainline from Rugby Railway Station. These include connections Coventry within 10 minutes, Birmingham New Street within 20 minutes and London Euston within 50 minutes.

Figure 03: Clifton upon Dunsmore Village Hall, formerly the local working men's social club.

Figure 05: Historic Cottages with a mix of red brick, coloured render and rough-cast exterior finishes contributing to the heritage value within the village centre.

Figure 04: Manor house in the Georgian style with stucco external finish.

Figure 06: House within a rural setting at the periphery of the village.

1.2.1 Village layout

Clifton upon Dunsmore is a small village close to Rugby, Warwickshire. Its boundary lies close to Rugby's urban core, separated by railways, a large industrial estate and recreational grounds. Rugby Road connects the village core with Rugby's urban centre and primarily consists of residential ribbon development.

The centre of Clifton upon Dunsmore meets at the crossroads of Main Street, Church Road and Lilbourne Road, initially as ribbon development along these routes. Furthermore, this junction sustains much of the activity within the village centre, with higher density residential units, shop fronts, a public house, St Mary's Church and the village hall.

Stemming from these key routes are secondary residential streets with cul-de-sacs and instances of backland development, where properties have been built to the rear of buildings and within their existing plot. These form a radial street pattern around the village envelope with development backing onto open countryside and green spaces.

To the south of the parish is Hilmorton Locks, a small hamlet set along a series of locks along the Oxford Canal. The area is mixed use as set among old warehouses and a dry dock which is still in use today.

Additionally, to the south of the parish is Houlton, a very large, contemporary urban extension comprising of 6200 new homes. However, this area is not considered to be in the scope of this document.

1.2.2 Landscape

Clifton upon Dunsmore's main village envelope is compact, backing directly onto open countryside, without any gradual fraying of development.

Much of the surrounding countryside features extensive agricultural land, characterised by gently rolling hills. Many of these feature "meandering river valleys" and occasional remnants of former heathland.

Figure 07: Post-war terraced housing demonstrating larger scale development of Clifton upon Dunsmore's historic core.

Figure 08: Example of landscape to the north of the village.

1.2.3 Conservation Area

Clifton upon Dunsmore's Conservation Area was designated by Rugby Borough Council in October 1976 based on its heritage value. The Conservation Area covers the central core of the village. Main Street, Church Street and Lilbourne Road comprise the historic and meeting point of these roads. Parts of North Road, South Road and Hillmorton Lane complete the Conservation Area. The remainder of the village generally comprises twentieth century expansion surrounding the linear form of the Conservation Area. The oldest building is St Mary the Virgin Church, dating from the thirteenth Century with later additions and alterations. Other notable historic buildings include Sunnyside on Main Street which dates from the sixteenth and eighteenth century, The Old Hall from the seventeenth century and Clifton Manor and the Shelter Shed on North Road, from the eighteenth century. Much of the remainder of the designation accommodates Victorian buildings with later infilling from the twentieth century.

1.2.4 Listed buildings

The village has 9 listed buildings and approximately 23 important unlisted buildings, including some forming terraces. The following listed buildings are described briefly:

- Shelter Shed, Grade II Early C18. Characterful cob walls, upon stone plinth, with later weatherboarding to front. Corrugated iron roof above thatch.
- The Old Hall, Lilbourne Road, Grade II. House, formerly three cottages. C17 with later additions. Timber framed with brick noggin. Plain tiled roof with stacks to ridge.
- Sunnyside 9 Main Street, Grade II. House. C16 and C18., brick dated 1778. Cruck and timber framed, one pair of crucks remaining with later brick infill. Thatch roof with brick stacks to ridge and end.
- Clifton Manor, Lilbourne Road, Grade II. House. Early C18. Brick, in Flemish bond with slate roof and brick stacks to ridge.
- 2 Chest Tombs, dated 1717 and 1754, 4m south and east of chancel of Church of St Mary The Virgin, Church Street, Grade II.
- St Mary The Virgin Church, Grade II*. C13 with C15 alterations and restored late C19. Coursed sandstone with some re-used tiles inset in chancel walls. Lead roof to nave and aisles, plain tile roof to chancel and porch.

Figure 09: Sunnyside Cottage, one the nine listed buildings or structures within the Neighbourhood Area.

1.3 Signpost to other documents

National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Applicants should refer to these key documents when planning future development in the Clifton upon Dunsmore Neighbourhood Area. The following documents have informed the design guidance and codes within this report.

NATIONAL LEVEL

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

2021 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places.

2021 - National Design Guide

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2021 - National Model Design Code (Part 1 & Part 2)

DLUHC

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.

NATIONAL LEVEL

2020 - Building for a Healthy Life

Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

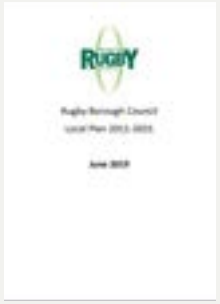
DISTRICT LEVEL

2019 - Rugby Borough Council Local Plan 2011-31

The Local was adopted in June 2019. The document provides an important strategy for Rugby Borough Council. playing a significant role in delivering sustainable development in appropriate locations and in helping to protect the countryside, important green spaces, and the built and natural heritage from inappropriate or insensitive development, thus enhancing the quality of life for people and communities.

The following Supplementary Planning documents (SPD) sit beneath the Rugby Local Plan and provide additional guidance to assist with the interpretation and implementation of Rugby Local Plan Policies particularly:

- Air Quality SPD
- Climate Change and Sustainable Design and Construction SPD
- Coton Park East
- Housing Needs
- Planning Obligations
- South West Rugby Masterplan
- Clifton Upon Dunsmore Conversation Area Appraisal



2010 - Clifton upon Dunsmore Conservation Area Appraisal.

Adopted in 2010, this document outlines the historic features which make the village distinct, outlining the character features in need of consideration for future development

1.4 Engagement

In preparation of this Design Code, AECOM engaged with the Clifton upon Dunsmore Parish Council, including members of the Neighbourhood Plan Advisory Committee. A meeting was held in April 2023 to discuss the Committee's priorities for the design code and how they wanted it to reflect the key areas of quality design and character within the village.

The group were asked multiple questions relating to the design code which was followed by a guided site visit

Additionally, the local community will be consulted on the design guide prior to submission of the Neighbourhood Plan.

Key points

- The group highlighted that infill development, housing extensions and parking were priority issues which the design code should address.
- There should be a greater understanding of the village's character reflected in the document.
- Greater emphasis on-eco homes and eco-design should be reflected within the design guide.
- An understanding of how the design guide can improve the quality of overall development.
- The role of the design guide in improving the wider understanding of the Clifton upon Dunsmore Conservation Area appraisal.

CLIFTON upon Dunsmore DESIGN CODE

Site visit: 6th April 2023

GROUP PREPARATION

SITE VISIT AGENDA

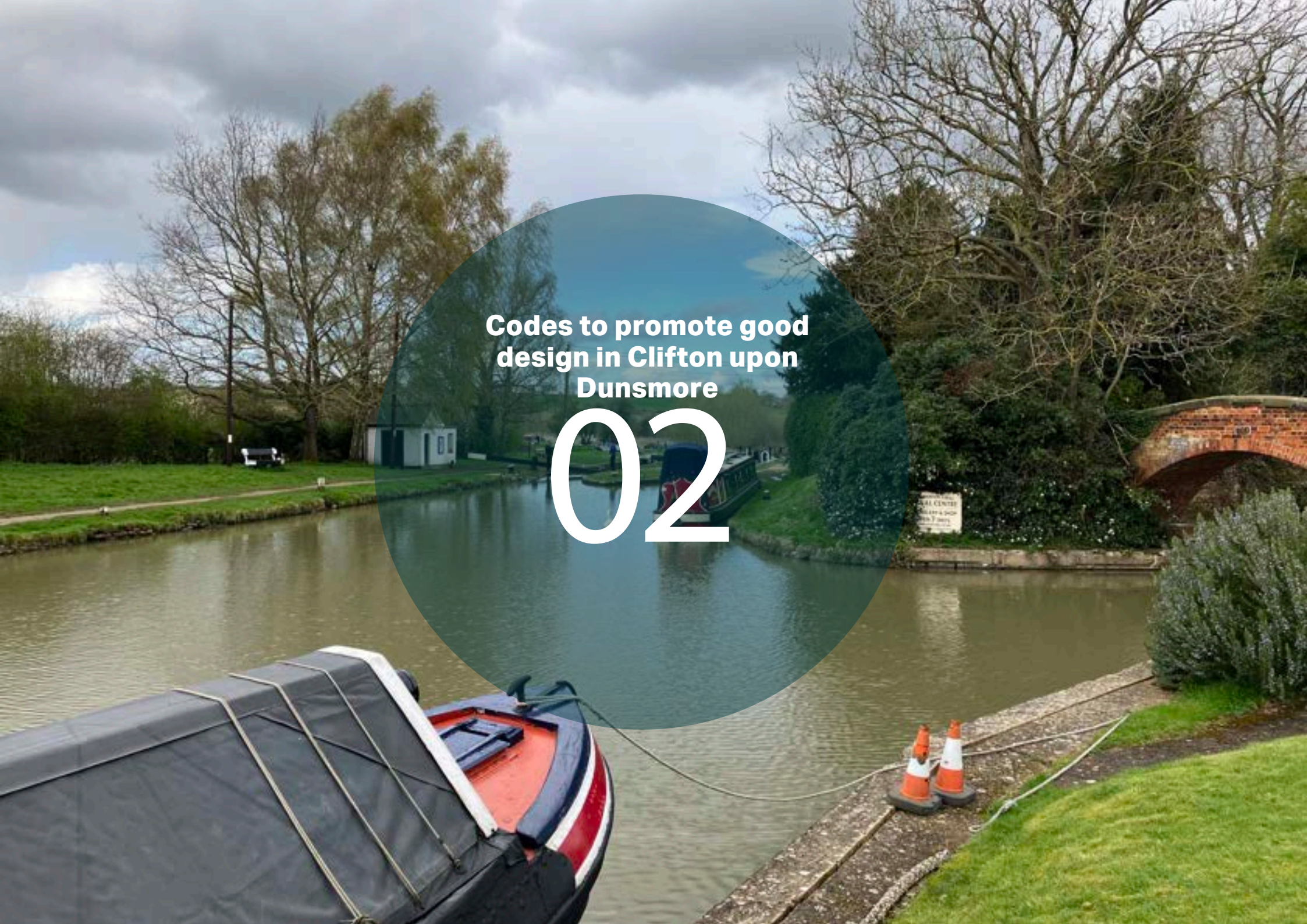
F.10 Figure 10: Site visit agenda shared with the Group prior to the visit on 6th April 2023.

1.5 How to use this document

The Design guidance and codes will be a valuable tool in securing context-driven, high quality development within Clifton upon Dunsmore. They will be used in different ways by different actors in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the guidance and codes as planning consent is sought.
Rugby Borough Council	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Codes should be discussed with applicants during any pre application discussions.
Clifton upon Dunsmore Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
Local Clifton upon Dunsmore organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.



Codes to promote good design in Clifton upon Dunsmore

02

2. Codes to promote good design in Clifton upon Dunsmore

This section outlines the positive physical, historic and contextual characteristics of Clifton upon Dunsmore and how these features should be factored into new development or retrofit of existing buildings.

2.1 Enhancing the village core

Clifton upon Dunsmore's historic core features key landmarks and numerous community and commercial uses. These include historic assets such as, the Church of St. Mary the Virgin, the Parish Hall, The Bull Inn and multiple retail units along Main St., including the Village Store, a salon, a therapy spa and a boutique bakery. Additionally there is a nursery school at the junction with Rugby Road.

Subsequently, this area contains much of the village's key attractors and activity. As such, design codes are provided to enhance the quality of public realm in this area and sustain the value of these key assets.

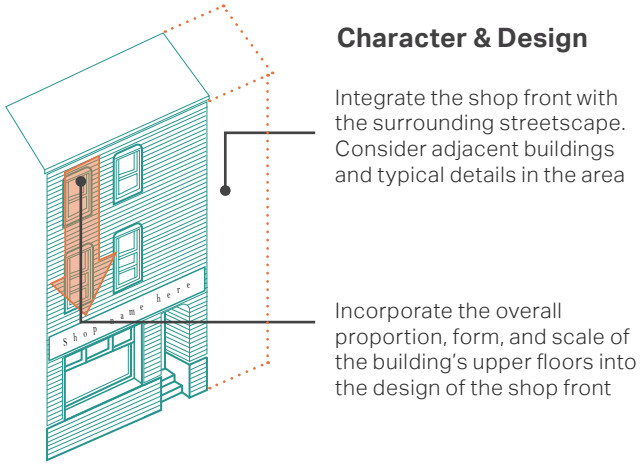
Code	Implementation
VC.1 **Respecting landmarks**	New development should respect the significance of any designated and non-designated heritage asset and key landmarks, such as The Bull Inn. Particular consideration shall be given to maintaining their role in framing, punctuating or terminating key views through, out of and into the Conservation Area.
VC.2 **Multi-use spaces**	Key landmarks in the Conservation Area – such as the village hall and pub – are focal points for the village and act as an attraction for community connectivity, which could benefit from these spaces incorporating community events. Likewise, a local hub, such as around the Bull Inn pub would provide a central location for regular community events or markets.
VC.3 **Wayfinding and legibility**	Signage and way finding techniques encourage sustainable modes of transport, as they make traversing easier by ensuring that routes are direct and memorable. Local landmark buildings or distinctive landscape and building features can also be used as way finding aids as well as providing an attractive streetscape.

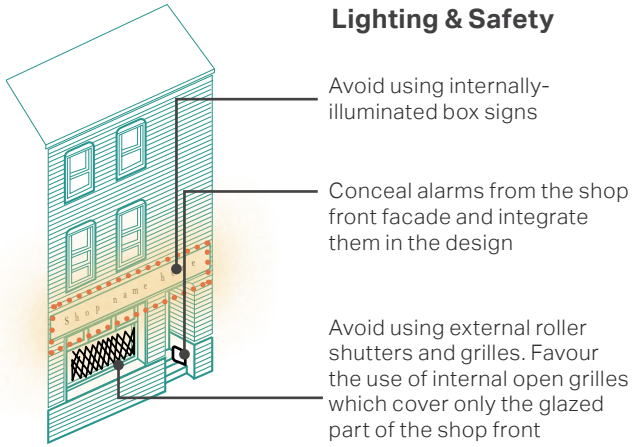
Figure 11: Church yard associated with St Mary's Church is a key space within the village core.

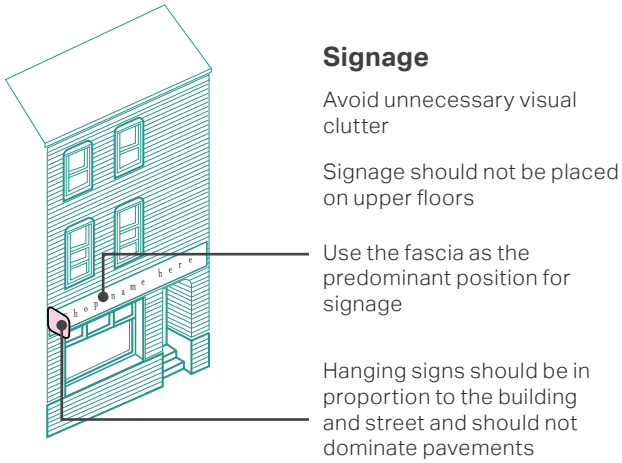
Code	Implementation
VC.04 **Shop fronts**	The design of shop fronts should take account of the rhythm and character of the street such as the width of building, the horizontal or vertical emphasis, the variety of style and architecture of the building itself and signage that refers to the existing material and colour palettes. More traditional materials such as wood with neutral colours should be used, particularly for historic buildings
VC.05 **Streets**	Larger parking areas should have clear signage indicating public use. Where there is availability for on-street parking, interventions such as landscaping should be considered to delineate these spaces from pavements. In general, the relationship between pedestrians and cars should be considered carefully, with traffic calming measures along Main Street.

F.12

Figure 12: Varied shop fronts within the village core. Materiality and colour, particularly of signage, is not consistent with surrounding context, but good example of consistent alignment along the fascias.







F.13 **Figure 13:** Shop front design guidance diagrams.

2.2 Heritage

Clifton upon Dunsmore is a historic village abundant in heritage assets. While the greatest concentration of these lies within the Conservation Area, development throughout the Neighbourhood Area should be sensitive to the village's overall historic value.

Historic assets within Clifton upon Dunsmore provide a variety of material palettes. Red brick cottages with Flemish bond brick and curved arches and sash windows with glazing panels are commonly found. Timber framed buildings also feature throughout the Neighbourhood Area, though not commonly. Many historic buildings also feature clay tiles and slate roof materials.

What's more, the phased, historic growth of the village has preserved a distinct grain and offers a human scaled environment which sets a rhythm for scale and massing around the village. This enhances the historic feel of the Parish and should be a key inference for any future development.

Code	Implementation
HG.01 **Sensitive character**	New development must respect and respond to the historical context, particularly within the Conservation Area. Development should also respect the scale, mass and form of the surrounding context. This can also include both sensitive modern and historic designs, though it is advised to seek pre-application advice from the local planning authority.
HG.02 **Protecting views**	New development will respect the best elements of the village by retaining, conserving and enhancing the setting and views of the range of notable and listed buildings within and surrounding the village.
HG.03 **Sensitive materiality**	Proposals at any scale must be sensitive to the local historic vernacular, using materials and architectural finishes in keeping with

Figure 14: Example of heritage design features which enhance the overall character of the village.

Figure 15: Sunnyside, one of the few listed buildings in the village.

Code	Implementation
HG.03 **Sensitive materiality** **(continued)**	surrounding historic buildings. The use of contrasting contemporary materials close to key heritage assets is generally discouraged, as well as poor quality pastiche traditional design not in keeping with the surrounding context. Likewise, The application of thatched roof to an existing building which did not feature thatch as its original roof material is discouraged.

Figure 16: Historic terraced cottages with key heritage features such as red brick and gridded windows.

Figure 17: The Old Hall, a landmark building within the village built circa 17th Century,

Figure 18: Large Georgian era manor house now in uses as a care home.

Figure 19: St Mary's Church, a 13th Century structure with 15th Century alterations and the primary heritage asset within the village.

2.3 Settlement patterns & form

The historic settlement pattern of the main village envelope consists primarily of ribbon development along key routes. The dense, fine-grain and low-rise nature of the village ensures it is human scaled, with additional qualities such as enclosure and legibility. Furthermore, the arrival of the canal enabled early industrial development, particularly around Hilmorton Locks, featuring warehouses, dry docks and courtyards associated with canal boat repair and maintenance.

By the 1930s, the village envelope began to expand, with arable farmland developed into large plots for detached housing. A stretch of ribbon development extends along the south side of Rugby Road sustaining contiguous urban development between Clifton upon Dunsmore and Rugby, with further post-war development enhancing the sprawl of the village. Yet despite the rapid growth, development within Clifton upon Dunsmore has retained its human scale and overall quality in its built form.

Code	Implementation
SF.01 **Layout**	New development should consider the contribution of the development to the village as a whole, rather than in isolation, and Integrate with the existing building layout and pattern of development.
SF.02 **Density**	The housing density varies throughout the town, with higher densities located south of Main Street and Lilbourne road, mainly due to more frequent tandem development. Future development should look to follow similar densities and building heights to its surrounding context.
SF.03 **Building line**	The building line along a street should be consistent and form a unified whole but still allow for subtle variations in the form of recesses and protrusions. This provides interesting variety and movement along the street.

Figure 20: Cul-de-sac set off Rugby Road with 1960s semi-detached houses.

Figure 21: New development around Houlton.

Code	Implementation
SF.04 **Boundary treatments**	Proposed boundary treatments must reflect locally distinctive forms and materials, such as low brick walls or defined hedgerow.
SF.04 **Walkable village**	New development should not disrupt the existing pavement, pedestrian paths (colloquially referred to as a jitty) and walking routes along the roadway should provide safety from vehicles on the road. This requires a consistent footway, grass verge, "God cake" or pavement wide enough to ensure pedestrians do not conflict with vehicles.
SF.05 **Edge treatment**	New development along the village edge must have similar spacing between buildings to that commonly found on the street frontage to increase visual permeability and protect views of the surrounding landscape.

Figure 22: Colourful wooden gate with soft and hard boundary treatments.

Figure 23: Buildings set within a rear courtyard in a farmstead style a distinct arrangement underscoring an historic character.

Figure 24: Wooden picket fence and soft landscaping an example of softer boundary treatments commonly found in the village.

Figure 25: Set back, boundary treatments and typology arranged into ribbon development along Rugby Road. An example of inter-war period of growth within the village.

2.4 Distinctive palette

The Neighbourhood Area features a distinct material palette. In most cases, these are heavily influenced by historic buildings within the Clifton upon Dunsmore Conservation Area, as well as older industrial and agricultural buildings around the parish's periphery.

However, later housing interventions add variety to the village's overall vernacular. Many of these are synonymous with post-war housing throughout the UK, which in turn gives a more suburban feel closely associated with the sprawl of neighbouring Rugby.

Additionally, contemporary architectural detailing such as timber boarding, reclaimed brick and render has become increasingly common throughout the village. This represents a noticeable contrast to more historic palettes found across the parish. In some cases, these are well received and demonstrate an understanding of how contemporary features can enrich Clifton upon Dunsmore's vernacular, without compromising its overall historic feel.

Code	Implementation
DP.01 **Detailed façades**	New development should seek to provide architectural interest where possible by including detailing and features such as boarding, as well as a mix of finishes, materials and colour palettes. Blank facades or buildings which ignore their street or corner frontage should be avoided.
DP.02 **Materiality**	New development should utilise and reflect the existing outlined material palette across Clifton upon Dunsmore (see F.33).
DP.03 **Colour palette**	Where colour is applied to a building facade, a muted tone should be used which refers to the existing colour palette outlined within the guide (see F.33).
DP.04 **Roofline**	New development should reflect the surrounding roofline and infer from high-quality materials within the local context. Height and

F.26

Figure 26: Contemporary building with sensitive materials and design features such as timber weatherboarding.

F.27

Figure 27: Many post-war houses have since been extended or retreaded with contemporary finishes.

Code	Implementation
DP.04 Roofline (continued)	slope of the roofline should respond to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation.
DP.05 Fenestration	New developments should consider the surrounding size, symmetry, profile and rhythm. Heavy profiled uPVC are discouraged in favour of wooden or powder coated aluminium with similar profiles and colour. Consultation with the local planning authority is encouraged regarding to listed or historic buildings.
DP.06 External features	Gutters should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character. security systems and satellites should be placed at the rear or out of sight from the street scene.

Figure 28: Sandstone quoins and other decorative brickwork on contemporary building

Figure 29: Contemporary development within the village using a more homogeneous palette selection.

Figure 30: Historic buildings within the village centre with a wide array of exterior finishes.

Figure 31: Contemporary building with sensitive external treatments and a wide range of materials including weatherboarding and red brick.

Fenestration

Dormer porch

Sash window with glazing bars

Gable dormer windows

Eyelid dormer

Casement windows

Decorative ridge board

Roof

Slate roof

Clay tiles

Varied roofline and roof types

Facades

Flemish bond red brick

Mix of red brick and colour finishes

Stucco

Colour palette

Red

Brown

Slate grey

Light grey

Beige

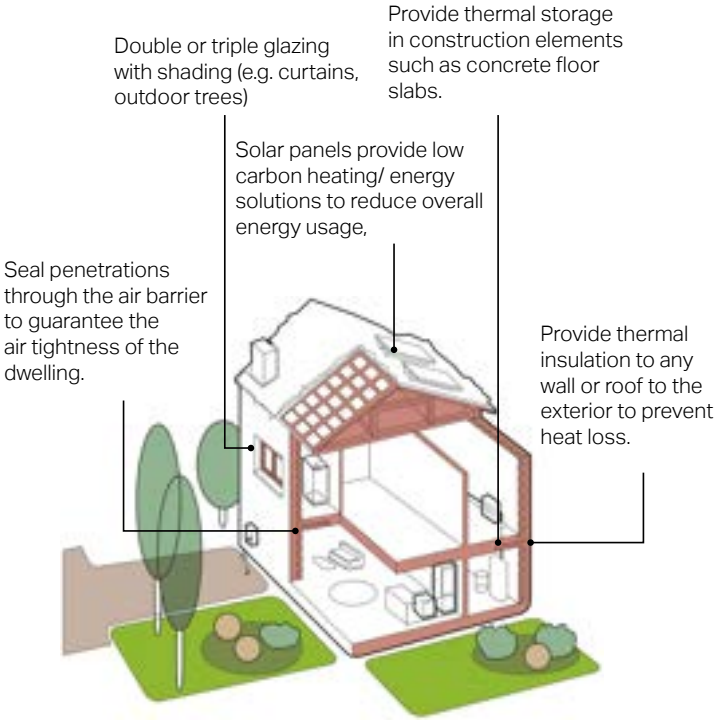
F.32 **Figure 32:** Table of best practice material palettes commonly found in Clifton upon Dunsmore

2.5 Eco-homes

This section focuses on energy-efficient technologies that could be incorporated into existing buildings and new build developments. Use of such features should be encouraged in order to contribute towards a more sustainable environment. Eco-design combines all around energy-efficient appliances with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating.

In addition to combating climate change, eco-design is also used to mitigate the already prevalent effects of climate change, such as controlling indoor room temperatures. This will also have a cost-saving aspect concerning energy and utility bills.

Code	Implementation
ED.01 **Passive design**	Existing development should consider passive actions to achieve energy efficiency such as increasing glazing thickness, controlling daylight through louvres or blinds and utilising natural shading and cooling such as through trees and shrubbery.
ED.02 **Active design**	Ventilation with heat recovery, solar panels, ground and air source heat pumps must be considered alongside smart meters.
ED.03 **Building Fabric**	New development should utilise a 'fabric-first' approach with the highest standards of insulation and energy conservation - roof, wall and under floor insulation, efficient double or triple glazing and air-tightness.
ED.04 **Drainage systems**	All proposals must demonstrate sustainable surface drainage systems that will not unduly increase pressure on existing wastewater and natural drainage systems. New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on mains supplies.



F.33

Figure 33: Diagram illustrating some aspects of the building fabric to be considered for eco-design.

2.6 Infill development & extensions

Clifton upon Dunsmore features areas of relatively high density. This is key feature of the village's overall character, stemming primarily from the pace of growth experienced within the village during the 20th Century.

Subsequently, contemporary development within the village has emerged as instances of infill or backland development. While it is widely accepted that these developments risk the distinctiveness of Clifton upon Dunsmore, recent instances in the village stand out as examples of best practice.

Additionally, many recent extensions to properties detract from the overall feel of the village, featuring poor quality facade treatments or obtrusive design. In some cases, housing extensions often have the impact housing affordability. This is exemplified by the practice of converting bungalows into multi storey homes.

Code	Implementation
IE.01 **Infill setting behind the building line**	Infill proposals set behind the main building line should not be obtrusive in character nor be an overbearing or dominant feature within its overall setting. It should respond sensitively to the scale, massing and architectural style of its immediate surroundings.
IE.02 **Overlooking**	Where infill is proposed behind the main building line, designs should minimise the impact of overlooking through appropriate design interventions or screening.
IE.03 **Infill setting along the building line**	Infill development along the main building line must be similarly responsive to context while not detracting from the existing rhythm and pattern of development. Here, allowances will be permitted for prominent features such as attenuation in appropriate areas.

Figure 34: Contemporary infill development senstive to scale, massing and material palette of surrounding heritage buildings.

Figure 35: Backland development appropriate for surroundings with design interventions which prevent overlooking.

Code	Implementation
IE.04 **Movement, access & refuse**	Infill developments should retain access for refuse collection alongside discreet solutions to bin storage.
IE.05 **Extension scale & placement**	Housing extensions should not be greater in height or floorplan size from the existing building. Extensions must also be placed to the rear or side of properties and not interfere with the primary building line.
IE.06 **Materials & facade treatments**	Extensions must use complimentary facade treatments, in line with the detailed material palettes above.
IE.07 **Typologies**	Conversions should not change building typology, unless otherwises stated in local policy relating to housing need.

Figure 36: Ample access for refuse vehicles within infill development, though with poor passive surveillance and screening.

Figure 37: Direct pedestrian movement maintained within infill area to allow for direct access to adjacent properties.

Figure 38: Use of soft screening, including mature trees, to prevent overlooking.

Figure 39: Housing extension with appropriate scale set to the rear of the building with use of original materials.

Character area codes

03

3. Design guidance and codes for Clifton upon Dunsmore's character areas

This section provides design principles which are specific to the individual character areas demarcated across Clifton upon Dunsmore. These codes aim to provide highly context specific guidance.

3.1 Introduction

The following section outlines a set of design codes that have been put together based on the distinct character areas of Clifton upon Dunsmore.

These codes will aim to guide any changes or development within the Neighbourhood Area to ensure the local character is respected whilst still allowing space for innovation within the built environment.

The design codes have been applied by area based on their relevance to the prominent features, opportunities, and issues of their associated character area.

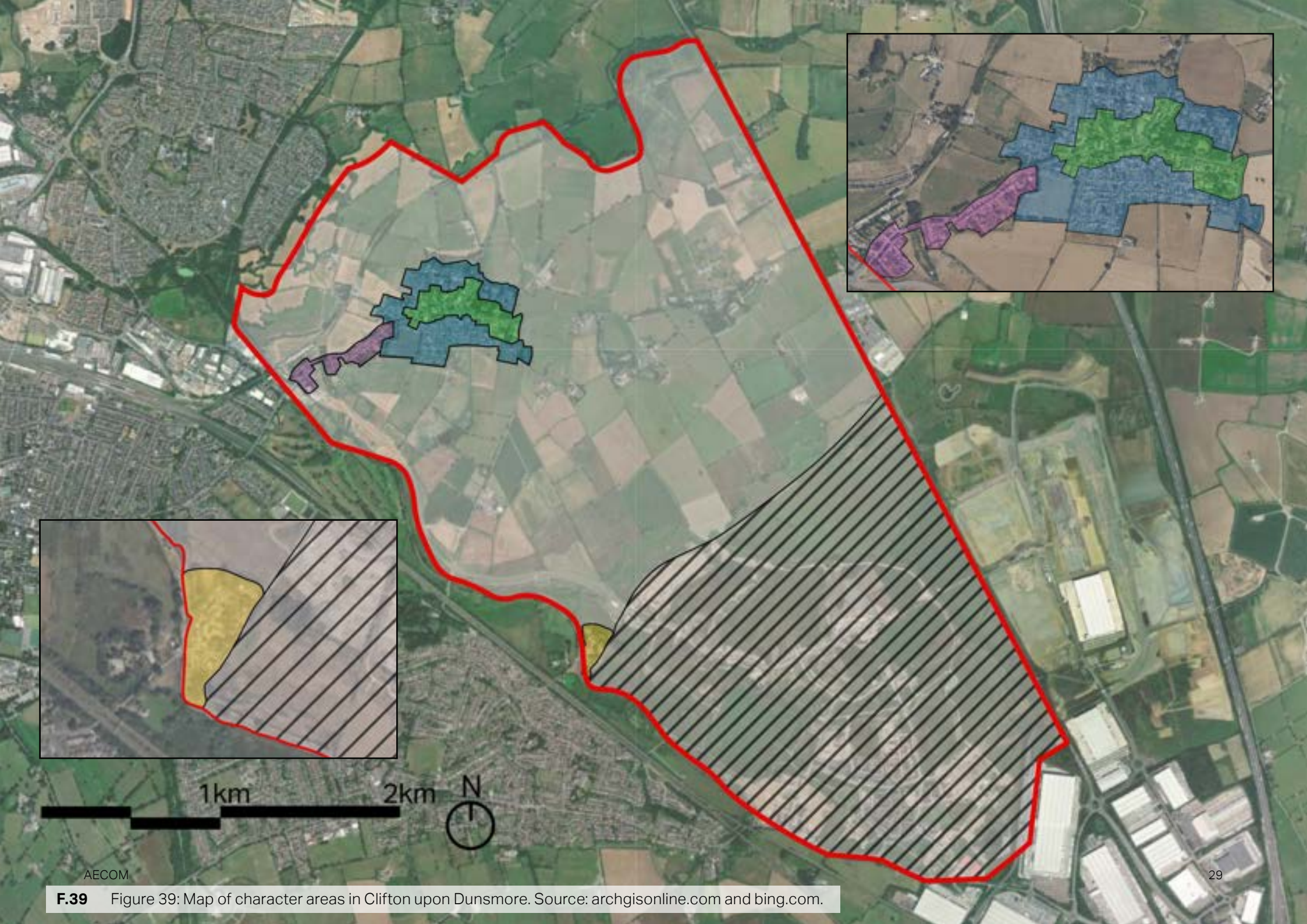
3.2 Character area codes

3.2.1 Overview

The character area codes are designed to provide specific guidance to areas within Clifton upon Dunsmore. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of each area.

Additionally, it should be noted that these character areas and subsequent guidance will not refer to Houlton due to the substantial development expected over the coming years, with separate design guidance and other policies influencing development.

These should be read jointly with the previous codes. Applicants seeking to develop in these areas should refer to these sections when considering the street layout, placemaking and architectural features of new development.



F.39 Figure 39: Map of character areas in Clifton upon Dunsmore. Source: archgisonline.com and bing.com.

3.3 CA1: Conservation Area

Introduction

This area covers the commercial and historic core of the Clifton upon Dunsmore, which features many of the village's core facilities and sustains high levels of overall activity. Here is the greatest concentration of historic buildings and the area strongly influences the village's overall character. To complement the existing conservation area appraisal, this analysis will inform the specific design codes for any future development within the conservation area.

Figure 40: Aerial view with character area boundary. Source: bing.com.

Figure 41: Restored cottages accessed from courtyards to the rear, underscoring the rural feel of Clifton upon Dunsmore.

Layout

The Conservation Area is primarily made up of fine-grain ribbon development along Main Street, Church Street and Lilbourne Road. Many buildings front directly onto the street, often with boundary treatments including verges, lawns and low brick walls with varying set back depths. There are some instances of cul-de-sacs and backland development, as well as more rural layouts with cottage backs serving as main access points from within internal courtyards.

Heights

Buildings are typically one to two storeys. However, there is differentiation in storey heights between buildings stemming from the range of ages, architectural details and building typologies within the area. Meanwhile, St Mary's Church serves as the main outlier, with its tower standing approximately 15m tall.

Figure 42: The Old Hall, a restored 17th Century Hall of local historical importance with red brick, timber frame and gable porch.

Streets

Main Street, Church Street and Lilbourne Road are the most prominent routes through the Conservation Area. These are key multi-modal routes, which, despite their narrow and enclosed character, carry greater volumes of traffic through the village core. Each has generous pavements with occasional instances of verges and trees associated with boundary treatments of adjoining properties. These routes converge at a key node around St Mary's Church and a series of shop fronts where there is traffic calming measures, as well as enhanced setbacks and parking bays for the local retail services.

Within the Conservation Area are two small cul-de-sacs, Goodacre Close and Everard Close. These are compact and feature generous parking bays for properties along these routes. Additionally, Hillmorton Lane serves as the eastern boundary for the village core. This route is rural in character featuring dense hedgerows to one side and pedestrian movement limited to grass verges.

Buildings

There is a wide variety of building typologies within the area, including cottages, converted historic barns, historic manor houses, red brick terraces, contemporary detached and semi-detached housing, as well as key landmarks such the Bull Inn, Village Hall and St Mary's Church. Red brick is a commonly used material, with a mix of architectural details such as sash windows, pitched porches and timber frames.

Figure 44: The Bull Inn is a prominent landmark within the Conservation Area underpinning the historic character of village.

Figure 43: Example of God Cake junction enhancing the rural feel of the village.

Figure 45: St Mary's Church is 13 Century Church with distinct features such as its battlement roof design and coursed sandstone walls.

Figure 46: Shop fronts with parking bays and setbacks along High Street within the village core.

Figure 47: Terraced cottages featuring heritage features such as wooden sash windows with glazing bars, render lintels and weatherboaded dormer porches.

Conservation Area Codes

Code	Rationale	Implementation
CA1.01 **Consider immediate context**	*The Conservation Area core acts as a focal point for Clifton upon Dunsmore. The area is rich in built heritage and is successful in relaying the area's historic context.*	• New development must demonstrate an understanding of immediate context and design proposals must respect the existing historic character, listed buildings and important non-designated buildings of the area.
CA1.02 **Protect views and sight lines**	*The landmarks and historic assets of the Conservation Area help to assist in creating memorable routes, allowing users to orient themselves.*	• New development must be positioned in a way to retain and enhance valuable sight lines through the area of prominent landmarks, such as that of the view of the St Mary's Church tower. • Any development or alterations to existing buildings should not exceed two storeys in height and should retain the roof pitch and angle. Any extensions to the roofline, such as dormer extensions, should be fitting in the style of the surrounding buildings and not obstruct the sight lines within the Conservation Area. • The roofline has a consistent and rhythmic pattern of chimneys in the Conservation Area. These should be preserved and the roofline can be further enhanced with the addition of chimneys on the few buildings that currently lack them.
CA1.03 **Preserve enclosure, building line and boundary treatment**	*The Conservation Area is made up of fine-grain ribbon development and consistent boundary treatments that creates a sense of enclosure and dictates a direction of flow through the area.*	• New development should be oriented front facing and parallel to the street and have a slight variation to the building line as is reminiscent of the existing built environment.

Conservation Area Codes

Code	Rationale	Implementation
CA1.03 **Preserve enclosure, building line and boundary treatment** **(continued)**		• Boundary treatments should be consistent with existing examples, continuing the use of low brick walls, such as seen surrounding St Mary's Church, or hedgerows as seen at both ends of the Conservation Area. Tall fences that obscure sight lines between buildings should be avoided. • High Street, Church Street and Lilbourne Road are narrow routes with a high level of enclosure – due to setback and boundary treatments – which should be retained in order to maintain the route's intimate character.
CA1.04 **Architectural details**	*The Conservation Area has a high concentration of listed buildings and important non-designated buildings that create a distinctive and unique character to the village which should be preserved and enhanced by new development.*	• New development should reference the material and colour palette of neighbouring properties to strengthen the sense of a cohesive local vernacular. For the Conservation Area, this primarily consist of red brick and white render façades, wooden fenestration, grey slate and brown clay roof tiles and occasionally exposed timber framing. • Existing dwellings should retain as much of the original building style and materials as possible as they have a genuine distinct character. This would include, for example, chimneys, dormer porches. eyebrow dormers and sash windows.

Figure 48: Cottages adjoining Townsend Memorial Hall within the Conservation Area.

Figure 49: Terraced cottages along Lillbourne Road within the village core.

Conservation Area Codes

Code	Rationale	Implementation
CA1.04 **Architectural details** **(continued)**		• Fenestration on new developments should show consideration for rhythm and layout, potentially taking reference from surrounding context.
CA1.05 **People friendly streets**	*Excessive street parking conflicts with the intimate feel of the Conservation Area and could discourage active travel.*	• Clear signage should be provided for the existing parking bays to convey that these are available for public use. • There should be no new space delineated for street parking along the main routes of the High Street and Lilbourne Road. • Adequate pedestrian crossings, green verges and "God cakes" (softscaped green traffic islands) and traffic calming measures should be provided for safe pedestrian movement through the site. • Where street parking exists, a barrier should be in place, preferably through softscaping measures such as incorporating street planters. • The two footpaths (colloquially referred to as a jitty) connecting Lilbourne Road to South Road, one located next to Townsend Memorial Hall and the other next to Goodacre Close, should be preserved as they aid and encourage pedestrian movement into and out of the Conservation Area.

3.4 CA2: Outer Village

Introduction

This character area includes the residential plots that surrounds the Conservation Area as well as local green spaces, gardening allotments and a sports field. This area has the largest volume of buildings and the most notable mix of architectural vernacular. Dwellings here vary in plot sizes, storeys, materiality and are an assortment of detached and semi-detached properties, lending the area as an ideal location for future infill development.

Figure 50: Boundary of the Outer Village Character Area. Source: bing.com.

Figure 51: A variety of building heights and roof pitches along North Road, including an uncommonly seen jerkinhead roof.

Layout

The street pattern in this area is more coarse-grain than the Conservation Area, with arrangements of large residential blocks that have fewer accessible breaks between. This is prevalent along North Road and with the impermeable residential block formed by the no through Shuttleworth Road. Density is higher south of Lilbourne road, mostly due to the arrangement of cul-de-sac infill developments. Housing plots throughout the area have a consistent layout, with most dwellings having a setback from the road that accommodates a front garden, on-site parking and a back garden of varying sizes.

Heights

All of the dwellings within this area are one or two storeys in height. Most infill cul-de-sacs consist entirely of two-storey dwellings, with the exception of Orwell Close and Whiley Close which feature entirely bungalow housing.

Figure 52: Arrangement of bungalows within the Whiley Close cul-de-sac.

Streets

Most of the development surrounds North Road and South Road, running parallel with Main Street and Lilbourne Road. Multiple cul-de-sacs fall within this area including Orwell Close, Hadfield Close, Allans Close and Whiley Close. The southernmost end also features the no-through Shuttleworth Road with terraced housing bounding a public green space. These streets have consistent, unbroken pavements and grass verges with a sudden break in the pavement east of Orwell Close. The area also features key routes out of the village, including Rugby Road, Newton Road and Hillmorton Lane. Public Rights of Ways lead from the area south to Dunsmore Home Farm and north to Clifton Lakes.

Buildings

The primary land-use within this character area is for residential purpose. Along North Road is the highest level of architectural variety. Here, neighbouring dwelling heights and materiality vary, with mixes of brick, wood paneling, render and pebbledash colours and differing roof pitches and fenestrations, such as the frequent inclusion of Dormer Windows. Most of the buildings along South Road share a consistent red brick style and layout. Along Shuttleworth Road are all two storey terraced houses and a scattering of bungalows to the south. There is overall a mix of detached, semi-detached and bungalow properties without an obvious uniformity or pattern.

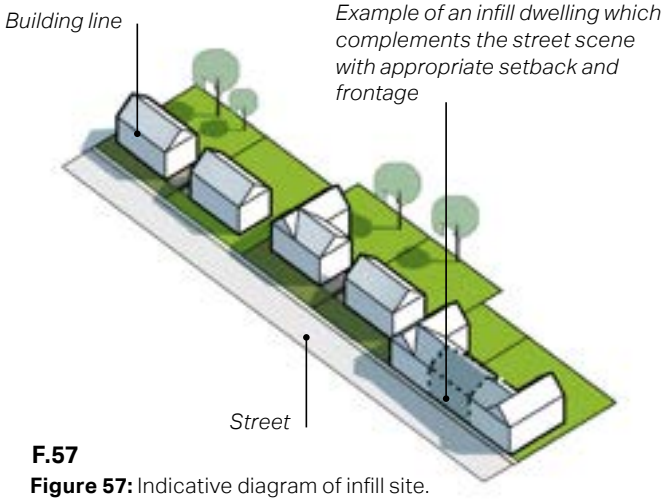
Figure 53: Rennovation utilising more contemporary finishes, though reflective of the historic character of the wider village.

Figure 54: Photo showing the typical width of streets in the area, including street parking, wide pavements and tree-lined verges.

Figure 55: Terraced post-war housing located along Shuttleworth Road that surround a public green space.

F.56

Figure 56: Neighbouring dwellings with differing materiality including wood panelling, white render, pebble-dash and brick.



F.57

Figure 57: Indicative diagram of infill site.

Outer Village Area Codes

Code	Rationale	Implementation
CA2.01 **Settlement pattern and density**	*New development that changes the density of the area could negatively impact the settlement pattern, streetscape, open space and overall feel of the area.*	• New development proposals should reflect and respect the existing density, for example recognising the lower density north of Lilbourne Road. • New developments of multiple dwellings should offer a variety of building typologies. • New developments should reflect the informal pattern of the village by slightly staggering building lines in order to reflect the organic layout and appearance where individual dwellings have been added over time in an incremental fashion.
CA2.02 **Setback and boundary treatment**	*Setbacks allow space for greenery, on-plot parking and pavements which all affect movement patterns and general feel of the area, while boundary treatments are an opportunity to provide uniformity of the existing built environment.*	• New developments should not infringe on the existing setback and where setback is not established these should allow adequate space for on-plot parking as is consistent within the outer village. • Plot infill should largely respect the existing setback where there is a standard street edge. • Boundary treatments vary throughout the outer village in terms of colour and materiality, but new development should match the height of boundary treatments of the surrounding context. Where no existing boundary treatment is present in the surrounding context, new development should avoid high walls and fencing and should choose a materiality of brick, wood or hedgerows as is common in the area.

Outer Village Area Codes

Code	Rationale	Implementation
CA2.04 **Roofline and building heights**	*There is a large variety of roof types found in this area creating an interesting roofscape and height variation. Buildings in these areas do not reach higher than two storeys, which is an important feature for viewlines looking into the village from the rural hinterland.*	• There is a large variety of roof types found in this area creating an interesting roofscape. Therefore, the following roof types can be used in this area: mixed pitched roof, gable ended pitched roof, hipped and half hipped with dormer window inclusions, jerkinhead roofs and skillion roofs. • Any development or alterations to existing buildings should not exceed two storeys in height and should be integrated into the landscape.
CA2.05 **Views and green gap**	*The outer village area is defined by its location on the settlement's fringe and its connection to the surrounding landscape. This is achieved through its layout which allows for viewpoints in each direction to the rural hinterland.*	• New development proposals should ensure that setbacks and distances between buildings are sufficient to allow for views through the village. • New development proposals should avoid blocking existing outward views into the countryside.
CA2.06 **Connections and movement**	*It is essential that the design of new developments incorporates the needs of pedestrians and cyclists. As the outer village surrounds the Conservation Area, active travel is highly desirable and needs safe and attractive features to create direct and memorable routes.*	• New developments should provide safe and legible crossings, including level paving finishes and dropped kerbs, and should connect to surrounding path networks. • New development proposals should have permeable layouts with cul-de-sacs which are relatively short and provide pedestrian links. • PRoWs, including jitties through to the surrounding landscape, should be preserved and new developments should facilitate outward connections by linking to PRoWs.

Figure 58: Example of soft and minimal hard boundary treatments used in tandem throughout the character area.

Figure 59: Landscaped areas with surface parking accessed from Robertson Close.

Outer Village Area Codes

Code	Rationale	Implementation
CA2.07 **Parking**	*Poorly designed on street parking can have a detrimental impact on the appearance of the streetscape and safety of pedestrians.* *Well designed parking can be integrated into the character of the street.*	• New development should consider on-plot parking or dedicated bay parking to avoid on-street parking infringing on the pedestrian realm. Bay parking should be of appropriate scale and not dominate the spaces they are situated. • Developments of multiple dwellings should consider including visitor parking spaces.


F.60

Figure 60: Typical post-war housing typology with minimal boundary treatments.


F.61

Figure 61: Typical street character within the Outer Village area.

3.5 CA3: Linear Approach

Introduction

Located west of the village centre, this character area follows the main route that connects Clifton upon Dunsmore to Rugby via Rugby Road. Three cul-de-sac developments turn off from the route in addition to one gravel road that travels along Oxford Canal. The buildings located within this character area are all residential dwellings with open agricultural land bordering the north and south of the route.

Figure 62: Boundary of the Linear Approach Character Area. Source: bing.com.

Figure 63: Single-storey detached and two-storey semi-detached neighbouring dwellings along Rugby Road.

Layout

Development in this area is linear, with dwellings lining the main route south of Rugby Road and on both sides of Vicarage Hill. The dwellings along Rugby Road have a consistent setback, unbroken pavement, wide grass verges, on-plot parking and narrow back gardens. There are three cul-de-sacs turning off of the main route, with all having unbroken pavements and varying setbacks. The dwellings along Newall Close and Vicarage Hill have a mix of on-plot parking or front gardens, as well as on street parking along with properties on Avon Street, which also lack front gardens.

Heights

Buildings in this area consist primarily of two-storey dwellings with a scattering of single-storey dwellings on the eastern end of Rugby Road. The Buildings located along Vicarage Hill, Avon Street and Newall Close are all two stories in height. There is only one building along Clifton Wharf within the character area and it has one storey.

Figure 64: Newall Close cul-de-sac housing that all share similar architectural features, plot layout and parking provisions.

Streets

The most prominent route through the character area is via Rugby Road, which spans from Vicarage Hill to Main Street. Along the length south of the route is an unbroken pavement and wide grass verges which are occasionally used for parking. Vicarage Hill joins the Neighbourhood Area to east Rugby, connecting to Rugby's Clifton Road where the two converge above Oxford Canal. Three cul-de-sacs turn off from Vicarage Hill: Newall Close, Avon Street and one sharing the name with Vicarage Hill. Clifton Wharf is an unpaved gravel road that turns off of Vicarage Hill, leading to the business Clifton Cruisers Ltd. There are no public right-of-ways in this area, with the closest being along the canal in Rugby.

Buildings

Detached and semi-detached dwellings line the entire length south of Rugby Road. The materiality of these buildings is consistent, utilising a mix of red brick and a white or beige render. All the dwellings along Newall Close share the same design with red brick facades. The dwellings along Avon Street have a terraced style, with each building attached in a single row. The greatest variety of building materiality is located to the south of Vicarage Hill, with neighbouring buildings having different coloured brick, painted and fully rendered facades, occasional narrow iron balconies, extruding bay windows and fenestrations of different materiality. The roofs of all the dwellings are pitched and shingled in multiple styles.

Figure 65: Housing on the main route along Vicarage Hill with varying materiality and decorative features.

Figure 66: Semi-detached dwellings lining Rugby Road with unbroken pavement, wide grass verges and on-plot parking.

Figure 67: Redbrick terraced housing towards the westernmost end of Rugby Road.

Figure 68: Semi-detached houses and green space set along Rugby Road.

Figure 69: Terraced houses along Rugby Road with low brick wall and fencing used as boundary treatments.

Linear Approach Area Codes

Code	Rationale	Implementation
CA3.01 **Linear settlement pattern**	*This area is defined by its strict linear settlement pattern which should be preserved and enhanced by new development.*	• Integrate with the existing building layout, street-facing orientation, massing and typology, density of housing and strictly linear pattern of development.
CA3.02 **Consistent building line and streetscape**	*The linear approach consists primarily of one main route that connects the village centre with Rugby. This route will receive a relatively high volume of traffic and the buildings along the road will be viewed by all pedestrians travelling in and out of the village. Therefore, it is essential that the built environment here is representative of the good design seen throughout the village.*	• The strong, consistent building line should be retained and allow for gaps between buildings to view the surrounding landscape. • New development proposals should be oriented toward the street edge to produce active frontages and create passive surveillance. • Boundary treatment should be low-rise and use materials found in surrounding context, including brick, masonry, wood and hedgerows. Plastic fencing and metal rails should be avoided. • Boundary treatments in new developments should include planting such as front garden space, trees and hedges, as well as green verges.
CA3.03 **Roofline and building heights**	*The linear approach is a narrow strip of development that is bordered on both sides by the rural hinterland. The positioning of this area will be within view from multiple points of the rural landscape and therefore should have a consistent roofline and height that compliments the landscape.*	• New development should have hipped or gable roofs, matching the angle of surrounding roofs. The material of roofs should consist of slate tiles or clay pantiles, referencing surrounding roofs' colour palettes. • New development proposals should appropriately reference the height and typology of adjoining dwellings and not exceed two storeys in height.

Linear Approach Area Codes

Code	Rationale	Implementation
CA3.05 **Parking**	*It is essential to avoid congestion and vehicular clutter due to parking on this street as it is the primary route into and out of the village. Adequate parking will also discourage parking on green verges in front of the buildings, enhancing the road for pedestrians.*	• New development should consider on-plot parking to avoid on-street parking infringing on the pedestrian realm. • Developments of multiple dwellings must include visitor parking spaces.

Figure 70: Graphic demonstrating the regimented and uniform nature of the building line along Rugby Road. Source: bing.com.

Figure 71: Grass verges and linear development along Rugby Road.

3.6 CA4: Hillmorton Locks

Introduction

Hillmorton is a suburb of Rugby located to the southeast of Rugby town centre. Brindley Road leads northeast from the site over the Oxford Canal to the Hillmorton Locks, which is within the Clifton upon Dunsmore area boundary. This area is centred around a narrow lane and hosts a small number of residential dwellings and local retail offerings. The lane going through the character area is the boundary edge of the Houlton development area.

Figure 72: Boundary of the Hillmorton Locks Character Area. Source: bing.com.

Figure 73: Cottages set along The Locks fronting directly onto the street.

Layout

Hillmorton Locks is a dense cluster of light industrial courtyards and canal locks alongside tight knit residential development. Dwellings broadly lack setbacks, fronting directly onto the street while commercial buildings are punctuated with courtyards which are often used for parking. The area is surrounded by open countryside with an undulating topography, hemmed in by the Oxford Canal and a small dock on its western edge.

Heights

The heights of all the buildings within the area are one or two storeys. All of the residential dwellings have two storeys, the house adjacent to Hillmorton Locks has a varied height of one to two storeys, the cafe has one storey and the retail blocks have a varying height of one to two storeys, with the heights rising on either side as the block reaches its central, highest point.

Figure 74: Office building frontage with small courtyard area for parking.

Streets

The development of Hillmorton Locks within Clifton upon Dunsmore is located along a narrow, unpaved lane that connects Hillmorton to the new development in Houlton. A graveled road surrounds the area to the north leading to a pedestrian path to the Hillmorton Locks. A second graveled road to the south follows the canal to a standalone millhouse. The area has multiple dedicated parking bays located central to the retail offerings.

Buildings

Hillmorton Locks hosts a mixed-use offering of retail, housing and eateries. These include an upholstery shop, the Canalchef Cafe, a model railway hobby shop and a dog grooming service. The retail offerings are arranged over two building blocks of varying one to two-storey heights. These blocks share the same architectural features of entirely red brick facades, wooden fenestration and grey slate roofs. The cafe is in a diverging style with a pebbledash blue and white facade. The building adjacent to the Hillmorton Locks is a large standalone red brick house immediately fronted by the canal. The residential houses along the narrow road towards Houlton are immediately fronting the lane, typically separated by a brick or wooden wall and occasionally have a gated entrance. These are detached and semi-detached, in a similar style to the retail blocks and have a mix of on-plot and street parking.


F.76

Figure 76: An example of a residential dwelling with on-site parking, garage and perimeter fencing.


F.75

Figure 75: Intersection between commercial blocks with a dedicated parking bay within the centre.


F.77

Figure 77: The narrow lane that goes through the centre of the character area towards Houlton to the northeast.

Figure 78: View of the Hillmorton Locks from the bridge over Oxford Canal leading into the character area.

Figure 79: The Canalchef Cafe from behind looking towards the bridge connecting Hillmorton Locks to Rugby.

Hillmorton Locks Area Codes

Code	Rationale	Implementation
CA4.01 **Settlement pattern and low density**	*Hillmorton Locks is arranged in a low density, nucleated settlement pattern which results in an inmate, rural character, distinct from the nearby area.*	• New developments should reflect the building typology and low-density makeup of the area so as not to overwhelm the streetscape or threaten the intimate, rural character.
CA4.02 **Fenestration and architectural details**	*The buildings in the are have a uniform and consistent style, use of materials and colour palette that should be incorporated into any new development.*	• Materials used for building façades in this area include red brick and dark accent bricks, white render, black, white and natural wood frames and grey slate tiles. All new development should incorporate this colour and material palette. • New developments should match the rhythm and symmetry of fenestration from the surrounding context. Original windows should be preserved. • Due to the short, narrow character of the lane, and the immediate fronting of existing buildings onto the lane, blank facades should be avoided. • Detailing, such as decorative fascias and soldier course lintels, could be incorporated into new development to encourage a uniform character.
CA4.03 **Roofline and building heights**	*The roofline within this area is very uniform, consisting primarily of gable roofs, including detached garages. Creating uniformity of building height and roof style will not only enhance the site from the rural hinterland, but will also create a consistent character identity within the area.*	• New development should have gable roofs to match the style of existing buildings. The angle of the roof should be consistent with surrounding context and should not exceed two storeys in height. • The addition of chimneys could enhance the roofline and create uniformity with surrounding buildings.

Hillmorton Locks Area Codes

Code	Rationale	Implementation
CA4.04 Connections and movement	*The Hillmorton Locks attracts movement, particularly via the tow-path and surrounding Public Rights of Way. Active travel should be encouraged as this would also decrease levels of vehicular traffic through the area, which could undermine its overall character.*	• Active movement between Hillmorton Locks and the surrounding development in Houlton and Rugby should be encouraged through appropriate way finding and signage, traffic calming measures and a consistent pavement or grass verge to walk along. • PRoWs leading from the village area, Rugby and Houlton should be preserved, with no overgrown shrubbery or foliage restricting pedestrian access. Special consideration should be considered for the PRoW along the Oxford Canal.
CA4.05 Views and green gap	*The Hillmorton Locks are bordered to the west by the Oxford Canal and in all other directions by the rural hinterland. Both form the character of the built environment within the area, which could be negatively affected by disrupting the views of these from within the area.*	• There should be adequate spacing between developments to allow for views to the Oxford Canal and surrounding rural hinterland. • Boundary treatment should be low-rise so as not to disrupt the view out of the built-up area.
CA4.06 Parking	*The narrow, intimate feel of the street through the area would be disrupted by street parking. Active travel and pedestrian safety would also be threatened by the presence of parking blocking the narrow street.*	• New development should consider on-plot parking to avoid on-street parking infringing on the pedestrian realm. • Developments of multiple dwellings must include visitor parking spaces.

Figure 80: Dry dock at Hilmorton Locks in use for canal boat maintenance.

Figure 81: Crain used alongside the dry dock at Hilmorton Locks.

3.7 CA5: Rural Hinterland

Introduction

This character area consists of arable land located between the River Avon, Oxford Canal, the A5 and Houlton. It completely envelopes the Outer Village, Linear Approach and Hillmorton Locks character areas and is defined by its visibility of rolling topography and pattern of field boundaries. The new development in Houlton is being developed directly southeast of the character area, with this section focusing on the land north of Clifton Brook.

Figure 82: Boundary of the Rural Hinterland Character Area. Source: bing.com.

Figure 83: Hilmorton Lane looking towards the junction with Houlton Way.

Landscape

This area has a pattern of neighbouring fields with a scattering of isolated cottages, stables, farms and a listed manor house. Clifton upon Dunsmore's rural hinterland has a landscape character classified as a Plateau Fringe with a Moderate and High landscape sensitivity according to the Borough of Rugby Landscape Assessment[1]. The area of High landscape sensitivity is located along the River Avon north of Clifton upon Dunsmore's village centre.

The visibility within the area is of a generally moderate sensitivity due to the presence of small woodlands scattered over a rolling topography. Most of the farms in the area are located along Lilbourne Road which connects to the A5, with another directly east of the A5 and two along Hillmorton Lane. The layout of the field patterns within the site gives the area a Moderate cultural sensitivity, although the land-use of the area results in a Low ecological sensitivity with the exception being the highly sensitive River Avon.

Figure 84: Character of development along Lillbourne Road.

1 Landscape Assessment of the Borough of Rugby, Warwickshire County Council (2006)

Streets

Multiple streets cut through the rural hinterland, connecting the developed areas of Clifton upon Dunsmore to the surrounding settlements. Lilbourne Road is the most occupied of these roads and is a country road going west to east of the village centre connecting to the A5. Newton Road cuts through the charcter area south to north, going over the River Avon and connecting to Newton Manor Lane. Shakespeare Avon Way PRoW leading out of the village to the northeast where it meets the A5. Hillmorton Lane connects the outer village to Hillmorton and intersects with Houlton Way, which is the only street within this area that does not connect to the village, but links Rugby to the development in Houlton. There are multiple Public Right of Ways through the site including one that leads from South Road to Dunsmore Home Farm and one from Station Road to the A5 and Clifton Lakes via Main Street and Buckwell Lane.

Buildings

The buildings within the character area consists of farms, stables, farm houses and warehouses. The most prominant building in the site is the Grade II Listed Dunsmore House located adjacent to Lilbourne Road. This building dates back to 1881 and is in a Tudor-Gothic Revival style. The farm houses are typically one to two storeys in height and have red brick or render facades and gray slate pitched roofs.


F.86

Figure 86: Linear development along Lilbourne Road.


F.85

Figure 85: View of agricultural buildings looking south along Hillmorton Lane.


F.87

Figure 87: Dunsmore House, a Victorian manor house now in use as a nursing home. Source: HistoricEngland.org.uk

Figure 88: Views to the south of Clifton upon Dunsmore towards Bluebell Woods and Clifton Brook.

Figure 89: Landscape to the north of the Neighbourhood area, viewed from Buckwell Lane.

Rural Hinterland Area Codes

Code	Rationale	Implementation
CA5.01 Protecting landscape views	*The visibility within the area is of a generally moderate sensitivity due to the presence of small woodlands scattered over a rolling topography. Visibility of these landscape features should be protected and enhanced by any new development.*	• Building height should remain between 1-2 storeys. Roof types should either be open gabled or hipped. • New development should not impact upon key views, especially of the pockets of woodlands in the area.
CA5.02 Active travel	*The rural hinterland separates many of the built-up area in the parish, such as between the main village and Hillmorton Locks, and active travel should be encouraged between these sites rather than vehicular travel.*	• Placement of any new landscaping along routes should retain clear access for pedestrians and cyclists while retaining existing form and habitat structure. This is especially important for the PRoW along the canal.
CA5.03 Enhancing biodiversity	*Biodiversity is essential for ecologically friendly neighbourhood and enhancing biodiversity can have positive benefits to the neighbourhood such as improving pollution and also creating attractive, green features.*	• New developments and building extensions should aim to strengthen biodiversity and the natural environment • A range of small-scale biodiversity improvements should be considered in existing and new developments. These may include: nest boxes, bird feeders, bug hotels, hedgehog houses, bat boxes, log piles, pollinator nest sites and wildflower planting. These improvements should be carefully planned and should support native floral and fauna species. • Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments.

Rural Hinterland Area Codes

Code	Rationale	Implementation
CA5.04 Edge softening and gateways	*The connection of the settlement to the surrounding landscape is a significant feature of the parish and this should be protected and enhanced by any new development.*	• Comprehensive landscape buffering, or 'green curtains', should be implemented along the edge of new developments. Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided. • Gateways from existing developments should be unobstructed and not disturbed by new development.
CA5.05 Settlement gaps	*The rural hinterlands has a rural landscape due to its settlement pattern and any development that changes this pattern will be changing the character of the area.*	• New development should preserve the scattered settlement pattern of significant gaps between farmhouses and avoid any development that resembles ribbon development.

Figure 90: Countryside path at the boundary with Houlton.

Figure 91: View of countryside around Clifton upon Dunsmore.

Checklist for new development

04

4. Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which design proposals in Clifton upon Dunsmore should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development.

The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution. As a first step in part 1, there are a number of ideas or principles that may be present in most proposals for new development. There may be some elements which are not relevant to minor householder applications such as modifications and extensions.

These are listed under 'General design guidelines for new development'. Following these ideas and principles, a number of questions are listed for more specific topics.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;

1 (continued)

General design guidelines for new development:

- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

3

Building line, access and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?
- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

4

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

5

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

6

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.

6 (continued)

Building materials & surface treatment:

- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

7

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?
- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided and integrated within the design?
- Can secure cycle storage be provided at individual building level or through a central facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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