



Daventry

2.5 Context Appraisal: Daventry

2.5.1 Introduction

Daventry is a medium sized town with a historic market centre surrounded by modern housing and light industrial development. The population of Daventry Town was recorded at 22,367 by the 2001 Census. The Town's character has developed and changed over time. Its layout is influenced by its topography and landscape. As a settlement, it sits within a bowl surrounded by a series of hills.

Daventry's historic character changed significantly when it went through planned expansion as an overspill for Birmingham in the 1960s. Despite this expansion, the town centre remained fairly intact. However it became disproportionately small in relation to the rest of the town now dominated by residential estates.

Daventry is surrounded by a number of village settlements, such as Dodford, Norton, Newnham, etc. These are characteristic Northamptonshire villages with a strong rural character.



Figure 75: Daventry and its surrounding villages

- WND Boundary
- Town Centre
- Villages

Figure 76: Aerial image showing the main urban areas of Daventry

2.5.2 Daventry Transport Network

Daventry is located on the northern edge of the triangle between the three towns. Like the other two, it benefits from its strategic regional location, central to the Country and close to the national road network of the M1 and M45. Daventry is served by the A45 road which links it to the M45 to the north and the M1 and Northampton to the South East.

Historically the town was served by the former LNWR branch-line from Weedon to Leamington Spa but this was closed in September 1958, following the opening of the M1. Currently, its nearest station is at Long Buckby, located about 7 km to the north east. Rail links from Long Buckby lead to Rugby, Birmingham and Northampton with a reduced service operating to and from London at peak times.

North of the town, the Daventry International Rail-Freight Terminal (DIRFT) is a major terminal for freight interchange between road and rail. Daventry's strategic central location and good transport links have helped to make it a centre for warehousing and distribution centre activity.

Daventry's good road network and access have led to an overall use of and reliance on the private vehicle. Whilst there are a number of public buses that run through the town, and connect it to Northampton, Rugby and the train station at Long Buckby, these are not well used.

Due to its small size, Daventry has the potential to be a walkable town. However, existing pedestrian links are hindered by the road network and a lack of clear legibility in the areas outside the centre.

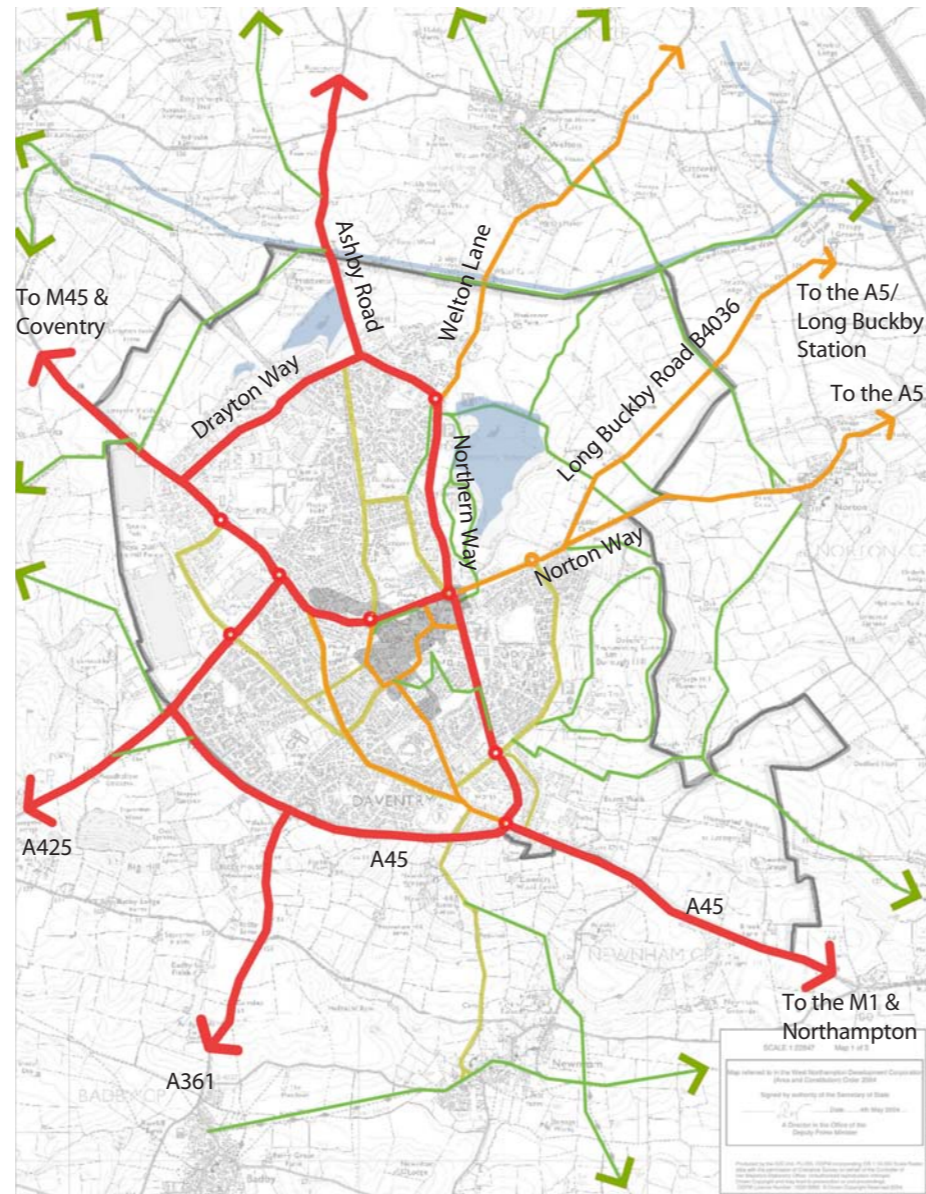


Figure 77: Network Plan for Daventry

- WNDK Boundary
- ↔ Primary Route
- ↔ Secondary Route
- ↔ Key Tertiary Routes
- ↔ Pedestrian Public Access Routes (Local roads are classified as Tertiary Routes)

Daventry Movement

- Strategic regional location: served by the A45 linking to M45 and M1
- Modest connection to rail network: nearest station at Long Buckby, about 7 km to the north east. Rail links from Long Buckby are to Rugby, Northampton and London
- Served by the Daventry International Rail-Freight Terminal (DIRFT), a major terminal for freight interchange between road and rail
- Daventry is a centre for warehousing and distribution centre activity
- Public transport services are limited, namely buses
- Heavy use and reliance on the private vehicle
- Present pedestrian links hindered by the road network and poor legibility outside the centre



Figure 78: The public transport routes radiate out of the Town Centre and serve the various areas of Daventry. Most of the routes are regional and connect Daventry with surrounding towns

2.5.3 Historic Development of Daventry

The name 'Daintree' is the old name for the town of Daventry, in reference to a local historical event when Danish settlers planted an oak tree on the summit of Borough Hill to mark the centre of England.

Daventry or 'Daintree' has its origins as a small Anglo-Saxon village built around 920. With the granting of a charter in the 12th century, Daventry became a market town. As the market grew to become an attraction, the town developed as a meeting point at the junction of the roads between London and Chester, Oxford, Market Harborough, Northampton and Warwick. Located at these strategic crossroads, Daventry thrived as a coaching town in the 18th and 19th centuries. The growth came to a dramatic halt when the London-Birmingham rail route, built in 1839, bypassed Daventry and put it off the strategic route map.

It was in the mid-20th century that the town experienced its next period of growth. Until the 1950s it had remained a small rural settlement. The arrival of a large manufacturing business in 1954 triggered a new wave of growth that continued into the early 1960s with the town's designation as an 'overspill' to accommodate people and industry from Birmingham. This planned expansion was carried out as part of an agreement with Birmingham City Council. The target population was 36,000 by 1981 but actual growth was much slower. By 1981 the population had increased from approximately 6,000 in the 1950s to 16,000, eventually reaching 22,367 as evidenced in the 2001 census, still lower than the original target. As a result the town's infrastructure is able to accommodate greater capacity than it is currently serving.

Due to this growth, the town centre with its market core has become surrounded by extensive areas of dispersed modern housing estates with concentrated pockets of large-scale light industrial development.

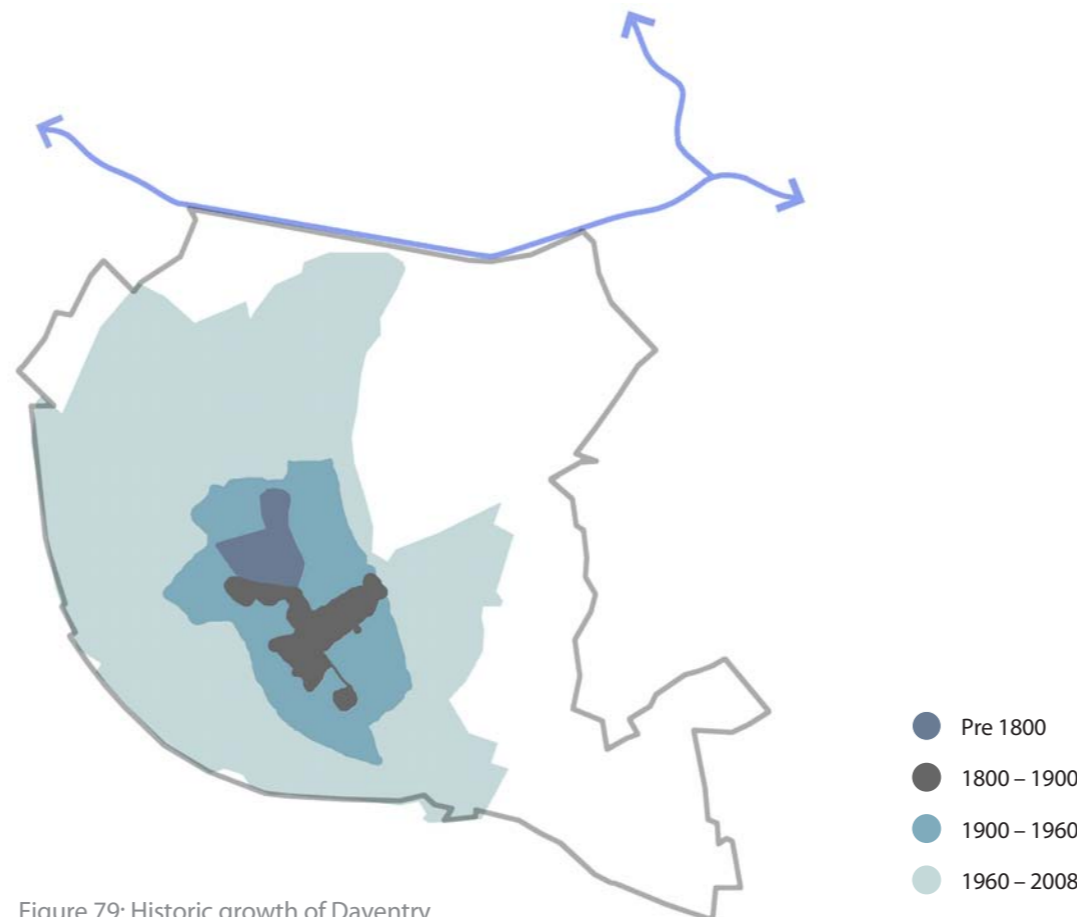


Figure 79: Historic growth of Daventry

Daventry Historic Development

- Daventry developed as a market town at the strategic crossroads between London and Chester, Oxford, Market Harborough, Northampton and Warwick
- Daventry grew and thrived as a coaching town in the 18th and 19th centuries
- The growth stopped with the building of the London - Birmingham rail route in 1839 which bypassed Daventry
- In the 1960s, Daventry grew through planned expansion as an 'overspill' for Birmingham
- The expansion was unable to achieve its target population, resulting in an infrastructure able to accommodate greater capacity than it currently serves
- The town centre is surrounded by extensive areas of dispersed modern housing estates with concentrated pockets of large-scale light industrial development

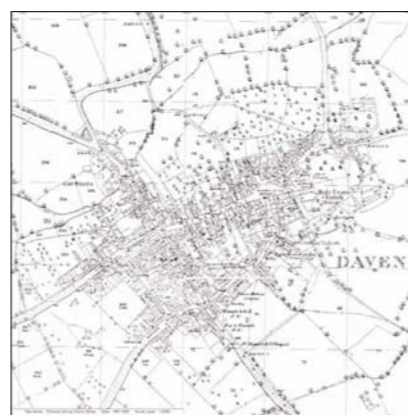


Figure 80: Daventry 1884



Figure 81: Daventry 1925

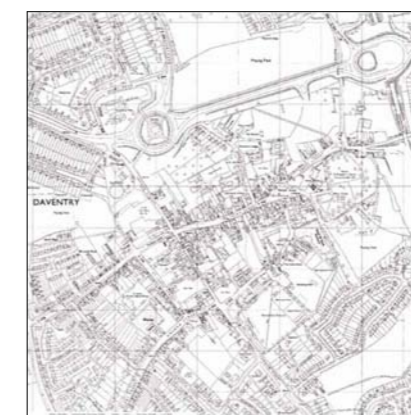


Figure 82: Daventry 1971

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2.5.4 Typology of Landscape & Public Spaces within Daventry

Wider Landscape

The landscape surrounding Daventry is characteristic Northamptonshire Uplands with rolling hills that cradle the town and create a setting for the settlement.

Northamptonshire County Council has undertaken an Environmental Character Area Assessment of which the Current Landscape Assessment forms a part. Daventry falls within the Landscape Type 13: Undulating Hills and Valleys of the Northamptonshire Current Landscape Character Assessment and also within the sub-set Character Area 13b: Bugbrooke and Daventry.

The character description states:

“This undulating landscape has a pronounced series of hills and valleys to the west ... Views along the undulations are generally long and open, although landform and vegetation frequently limit more extensive and panoramic views. Woodland is limited to small, predominantly broadleaved woodland copses sparsely scattered throughout the area ... A number of well treed field boundaries also contribute to the overall woodland cover and often emphasise the undulating landform.

The landscape is well settled with a number of larger village settlements including Kilsby, Barby, Braunston, Weedon Bec, Lower Weedon and Bugbrooke.”

Landscape within Daventry

Daventry benefits from a number of recreational areas, allotments, playing fields and communal residential green spaces.

Within its suburban expansion, the built form is fairly dispersed with a good distribution of green space, both private and public. The built form tends to be set back from the road and footpath edges create spacious verges. In places these are tree lined or lined with hedgerows providing a rural feel to the town's roads. Due to the setback and the landscaped edges, the roads can suffer from a lack of active frontages.

The legacy of a market town has endowed Daventry with a few urban squares mainly located in the town centre. Due to the tight grain, these are well defined and overlooked spaces. Their dimensions are in keeping with their function, surrounding built form and status of the town, varying from a range between 20 to 40 m.

Daventry also benefits from its Country Parks, one of which incorporates Daventry Reservoir, a historic wildlife and recreational asset located on the eastern urban fringe of the town. Drayton Reservoir is also a significant water feature situated on the northern urban fringe of the town. The Grand Union Canal and the disused railway line provide linear green corridors at the northern edges of the town and along a north westerly route running away from the town centre. Borough Hill also forms a prominent land mark and provides a traditionally managed Country Park to the south eastern edge of the town.



Grand Union Canal



Daventry Country Park and Reservoir



Views to Borough Hill



Views to Borough Hill

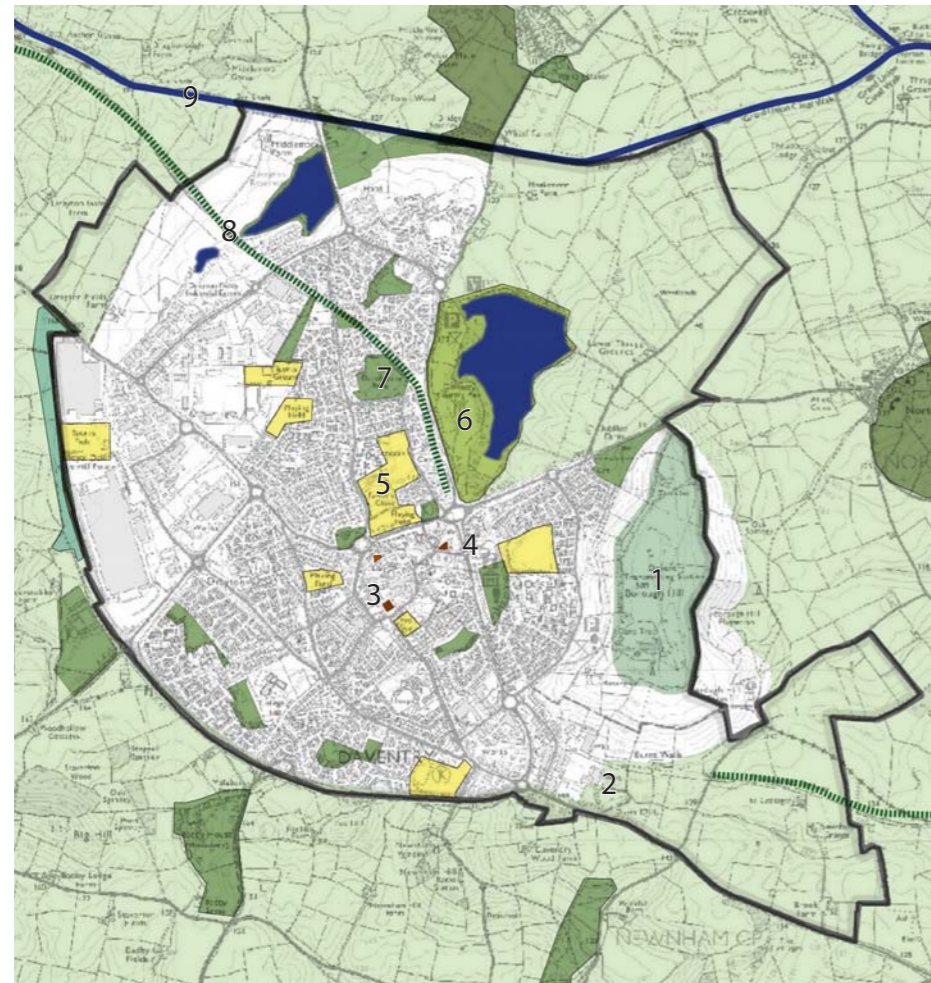
Daventry Landscape

Wider Landscape

- Characteristic Northamptonshire undulating landscape surrounding the town, with pronounced series of hills and valleys to the west
- Daventry falls within the Landscape Type 13: Undulating Hills and Valleys of the Northamptonshire Current Landscape Character Assessment and within the sub-set Character Area 13b: Bugbrooke and Daventry
- Views generally long and open
- Small, predominantly broadleaved woodland copses sparsely scattered throughout the area
- Well treed field boundaries often emphasise the undulating landform

Landscape within Daventry

- Good open space provision
- Suburban expansion characterised by fairly dispersed built form with good distribution of green space
- Built form usually set back creating spacious verges and a rural feel
- Setbacks and landscaped edges can lead to a lack of active frontages
- A few squares mainly located in the town centre
- Tight grain creating well defined and overlooked squares
- Square dimensions, between 20 to 40 m, in keeping with function, built form and status of the town
- Other significant landscape features: two Reservoirs, Country Parks, green corridors by the canal and disused railway line



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Principle Public Spaces within Daventry

Name	Length (m) approx	Width (m) approx	Area (ha) approx	General Shape	Function
1 Borough Hill Country Park	1500	750	110	Irregular	Scheduled Ancient Monument
2 Burnt Walls	45	35	0.15	Rectangular	Scheduled Ancient Monument
3 Sheaf Street Square	30	20	0.06	Rectangular	Secondary town square
4 Market Square	40	30	0.12	Triangular	Principle town square
5 Recreational Ground	150	120	1.8	Rectangular	Local playing fields
6 Daventry Reservoir Country Park	1150	600	70	Irregular	Regional open space
7 Local Park	190	120	2.25	Irregular	Local park
8 Disused Rail Corridor	-	25 to 75	-	Linear	Green corridor
9 Grand Union Canal	-	18	-	Linear	Canal-side Open Space

Figure 83: Landscape/Open Space Typology

- Strategic Accessible Greenspace
 - Country Park
 - Park / Greenspace (Over 20 Ha)
- Local Accessible Greenspace
 - Woodland with Public Access
 - Local Park
 - Recreational Space
- Other
 - Public Squares
 - Rural
 - Canal and Reservoirs
 - Disused Rail Corridor

2.5.5 Topography of Daventry

The historic settlement pattern of Daventry is defined by its topography. The town itself is located within a bowl with its town centre located on a high point with views of the surrounding town and hills. At one end of the High Street, the church is sited in a prominent position.

To the north, the land slopes further to form a low point, located north of the Daventry Reservoir. The Canal runs east-west and at certain locations, it cuts into the land at 3 to 5 m below its immediate surroundings.

Settlements in this area are typically located on the slopes of valleys just below the spring line. By contrast, roads historically tended to be built along ridge lines so as to be distant and protected from flooding in the lower valley areas. This has resulted in ridge lines that are clear of development and only defined by trees and hedgerows.

As the settlements tend to be hidden in valley bottoms, wider views of the landscaped surroundings can be profoundly rural. Development in this region is required to be sensitive to the character and patterns of the landscape.

Borough Hill forms an important and prominent landscape feature overlooking Daventry from the east. It creates a green background for views within and out with the town. It is a Scheduled Ancient Monument along with Burnt Walls which is located just to the south of Borough Hill.

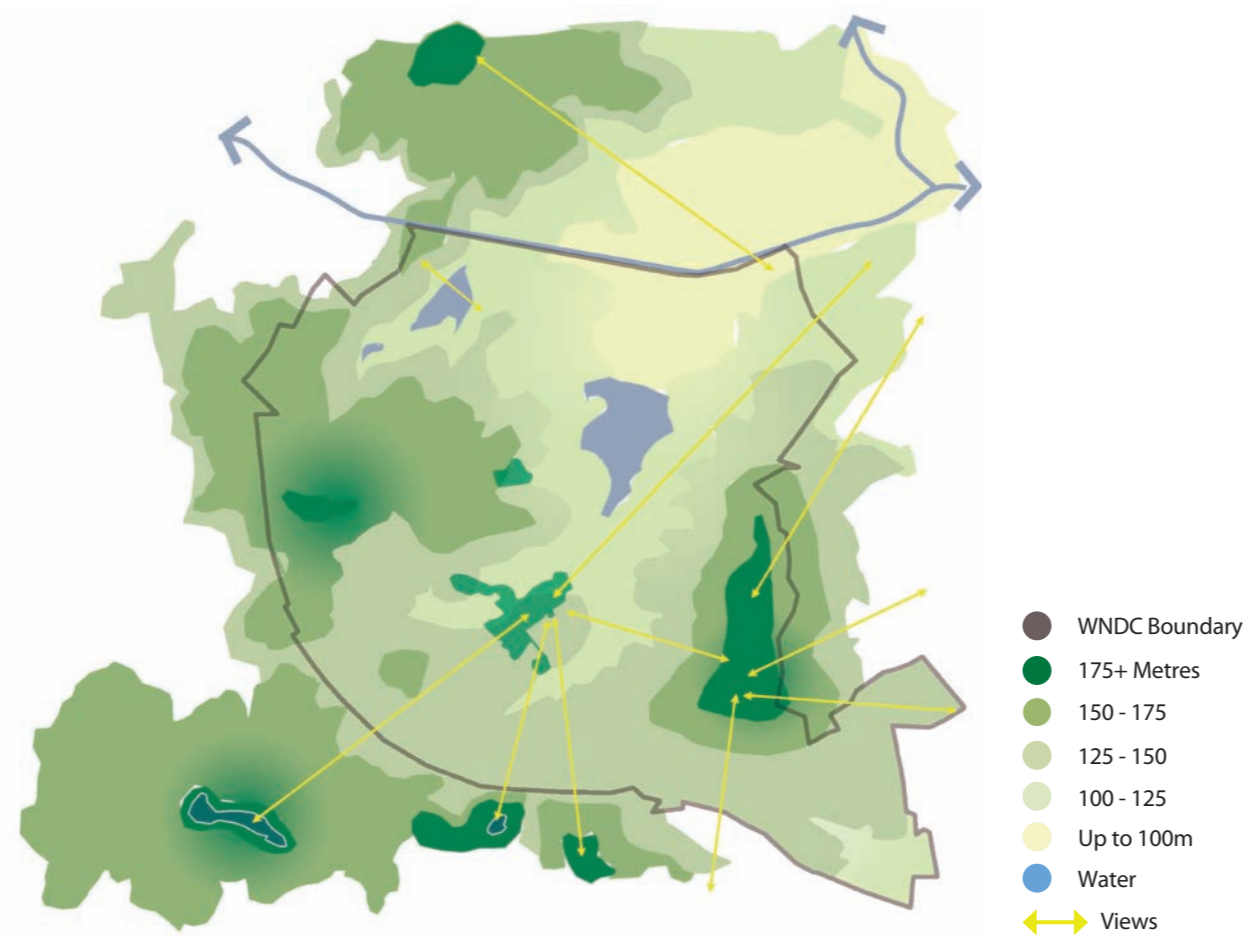


Figure 84: Topography and view points into and from Daventry

Daventry Topography

- The historic settlement pattern is defined by its topography
- The town centre is located on a high point with views of the surrounding town and hills
- To the north, the land slopes further forming a low point, just to the area north of the Daventry Reservoir
- Settlements in the area are typically located within valley bottoms or on slopes, giving way to rural landscapes
- Roads tend to be along ridge lines, lined by hedgerows or trees and clear of development
- Development in this region should be sensitive to the character and patterns of the landscape
- Borough Hill forms an important and prominent landscape feature overlooking Daventry and the wider rural countryside
- Borough Hill and Burnt Walls are Scheduled Ancient Monuments



The character of the Countryside surrounding Daventry is rural



Daventry Town Centre is located on a high point within the town



Long views within Daventry towards the church spire

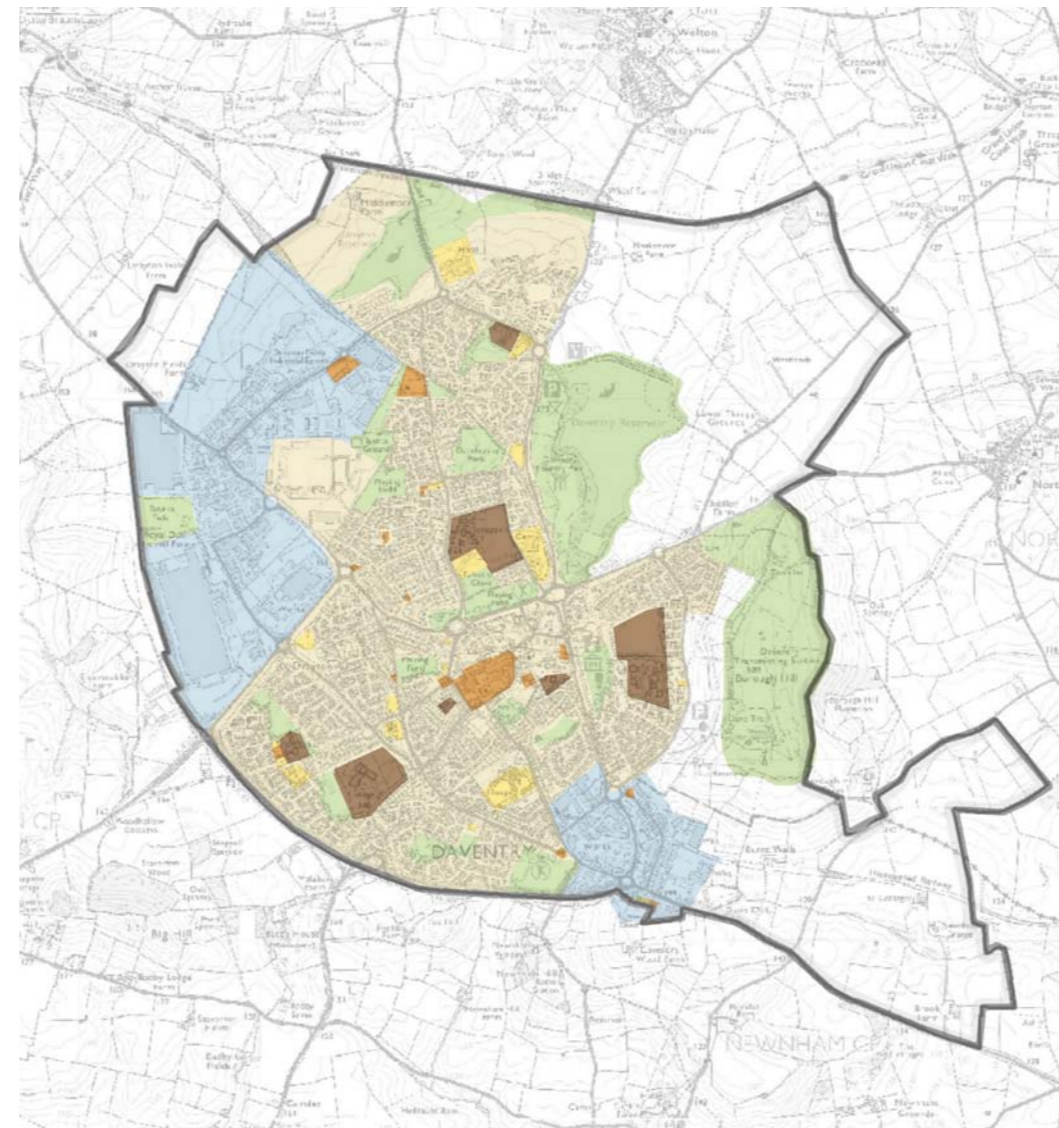
2.5.6 Distribution of Land Uses within Daventry

Daventry has a range of community facilities and a relatively good number of independent retail and commercial operators within the town centre.

This provides the opportunity for residents to access these facilities for local requirements. For specialist requirements, residents of Daventry currently tend to travel to larger centres such as Birmingham, Rugby, Milton Keynes and Northampton.

Apart from its town centre, Daventry has a few local centres that provide neighbourhood facilities to its suburban housing estates such as Ashby Fields, located to the north of the town centre.

As mentioned earlier, Daventry has a good distribution of recreational facilities and playing fields. Larger playing fields are usually associated with schools with smaller children's play areas located within housing estates.



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Figure 85: Land Uses

- Health / Community
- Education
- Retail
- Employment
- Residential
- Recreational / Green Space/
playing fields

Daventry Land Uses

- The town has a range of community facilities reflective of its size
- Daventry residents tend to travel to larger centres for specialist requirements
- Daventry has a few local centres that provide neighbourhood facilities to its suburbs

2.5.7 Character Areas of Daventry

As with Northampton, the character areas of Daventry are synonymous with its rings of historic growth.

Just south of the geographic centre lies Daventry's town centre, on an elevated section of the bowl. Despite its relatively small size, it is the key feature of the town. Proposals are underway for its regeneration and rejuvenation so that it is able to serve the town and its growth.

A few pockets of Inter war and Victorian areas still survive, dotted about in the vicinity of the centre of Daventry. Surrounding these are large areas of expansion built in the 1950's, essentially made up of housing estates interspersed with green areas, and connected by an over-engineered road network.

To the west and east lie two areas of industrial development. Whilst these provide much needed employment, they create characterless areas defined essentially by large scale warehouse buildings. Their location, at the periphery of the town, positions them at strategic entry points into town.

Unfortunately these industrial estates fail to provide suitable gateways to the town, lacking any sense of arrival.

Topography is a key characteristic of Daventry, with hills forming a natural boundary to the west, south and east of the town. As noted previously Borough Hill is the key landmark for the town. Linear green corridors are created by the disused railway and along the Canal edge. Topography and landscape play an important role in creating a setting and an enclosure for the town. A further key characteristic of Daventry is the collection of villages including Dodford, Norton, Welton, Badby and Newnham. All of these character areas exhibit key features that are highlighted in the following pages.

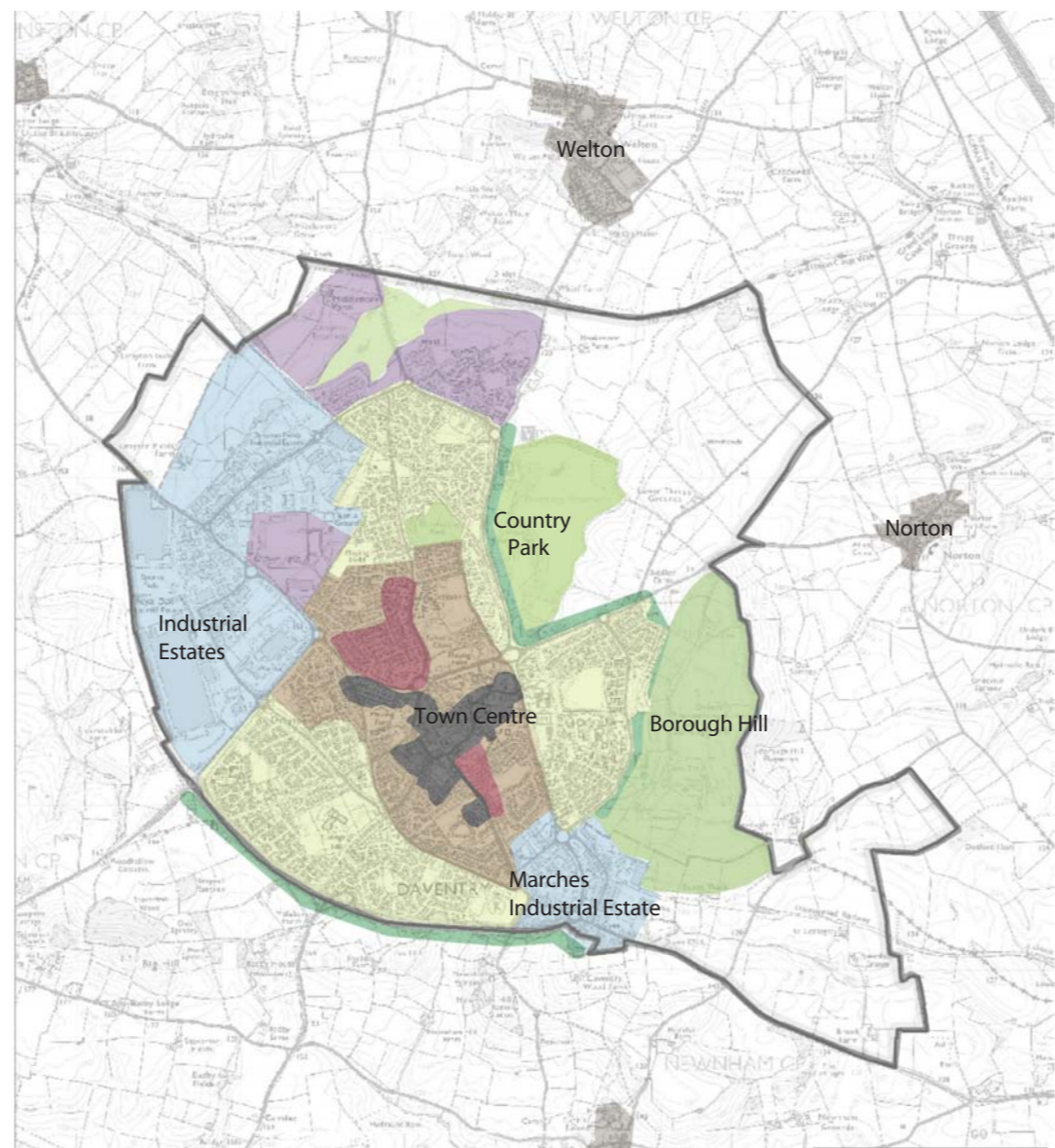


Figure 86: Character areas



Daventry Character Areas

- Character areas correspond with the town's rings of historic growth
- Despite its relatively small size, the town centre remains the town's key feature
- Proposals are underway for its regeneration and rejuvenation so that it is able to serve the town and its growth
- A few surviving pockets of interwar and Victorian areas are located in vicinity of the centre of town
- The large areas of 1950s and 60s expansion are characterised by housing estates interspersed with green areas and connected by a dominant road network
- The two industrial areas are located to the eastern and western peripheries, thus potentially constituting strategic gateways into Daventry
- Linear green corridors are created by the disused railway and along the canal edge
- Daventry is surrounded by a collection of villages
- Topography is a key feature of Daventry with hills forming a natural boundary to the west, south and east

2.5.8 Principle Characteristics of Daventry as a Place

The following diagrams provide a short summary of the key characteristics of the Town.

One: Strategic Location



Figure 87

- Daventry is strategically positioned within the region by the M1 and the A45.
- Nearest rail station at Long Buckby is located 7 km to the north east.

Two: Movement Network



Figure 88

- Primary routes circle round the town and then radiate out. They provide good connections to the surroundings and the M1.

Three: Public Transport



Figure 89

- The public transport routes radiate out of the Town Centre and serve the various areas of Daventry.
- Most of the routes are regional and connect Daventry with surrounding towns.

Four: Pedestrian Movement



Figure 90

- While pedestrian links are present, they are hindered by the road network and a lack of clear legibility in areas outside of the centre.

Five: Topography & Landscape

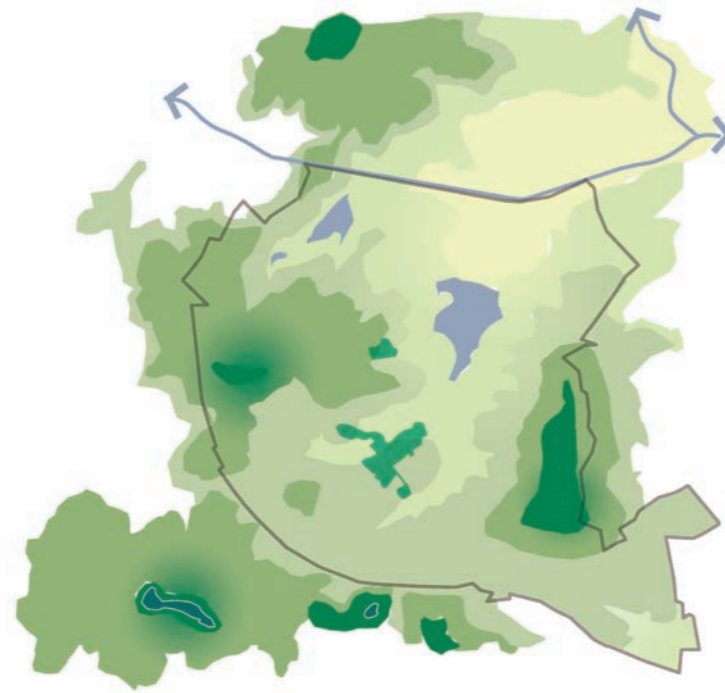


Figure 91

- Daventry is located within a natural basin defined by rising hills and ridgelines. Borough Hill is a defining feature within the Daventry townscape and in the wider landscape.
- The landscape surrounding Daventry is characteristic Northamptonshire Uplands with rolling hills.

Six: History

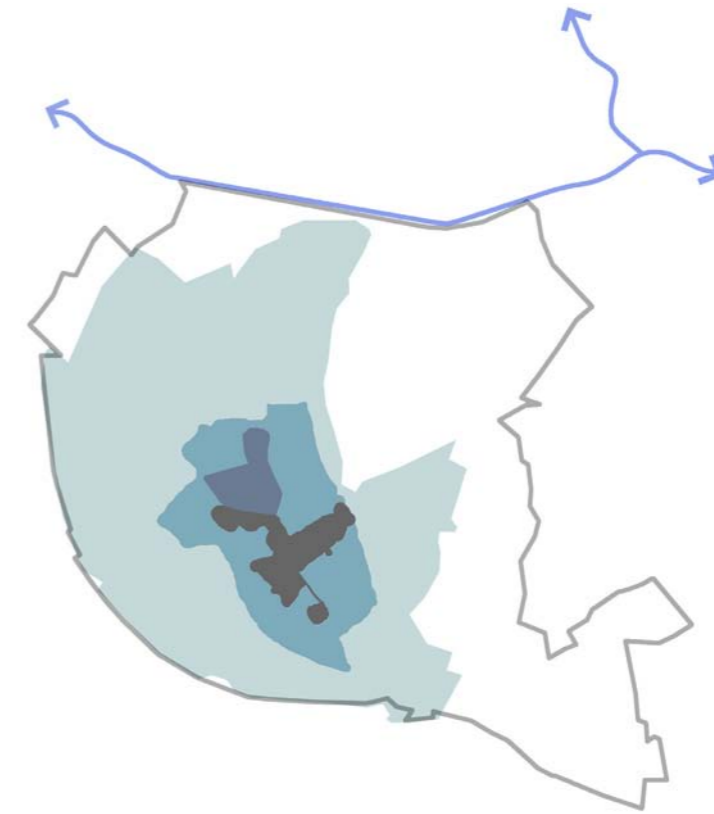


Figure 92

- Daventry grew initially due to its location on strategic routes. It stagnated during the Victorian era.
- The town went through expansion in the 1950s after being designated as the 'overspill' town for Birmingham.
- Daventry is a market town that traditionally served the rural hinterland and this is a key attribute that has formed its identity.

Seven: Surroundings

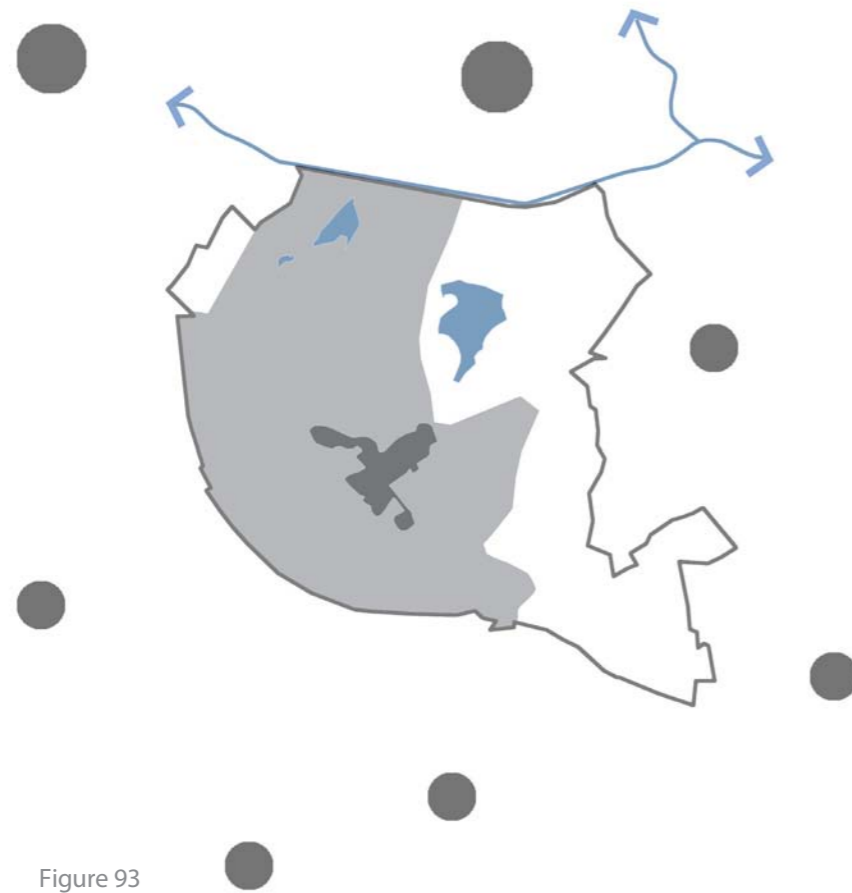


Figure 93

- Daventry is surrounded by a collection of villages dispersed in a rural landscape.

Eight: Urban Rural Edges

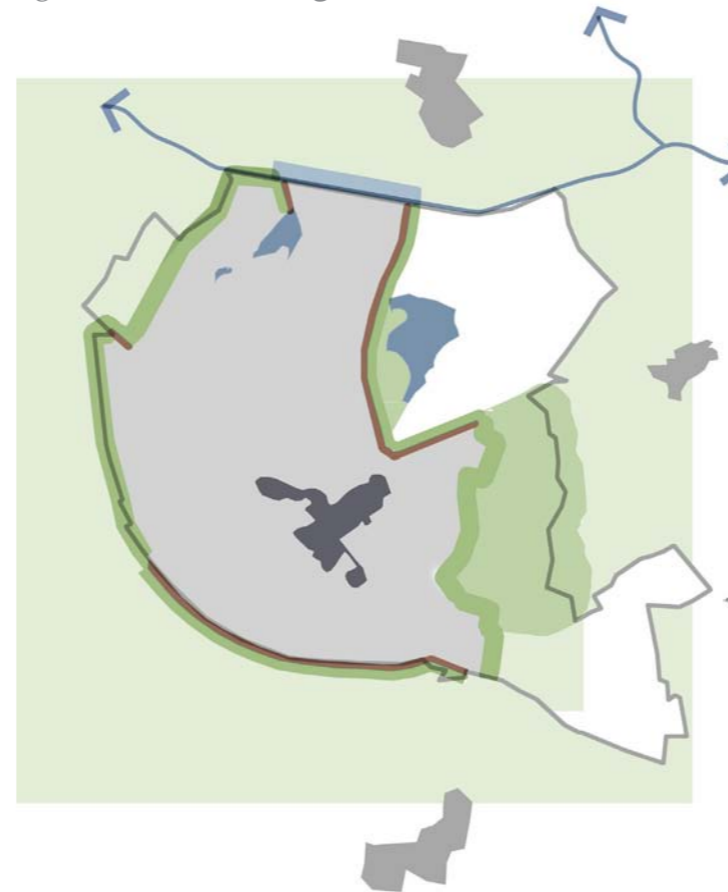


Figure 94

- Urban-rural edges are dominated by the natural assets and surrounding landscape located on the urban fringe and edges of the town.
- Daventry's road infrastructure provides defined edges to parts of the town but also creates a degree of severance from the surrounding landscape.

Nine: Character Areas

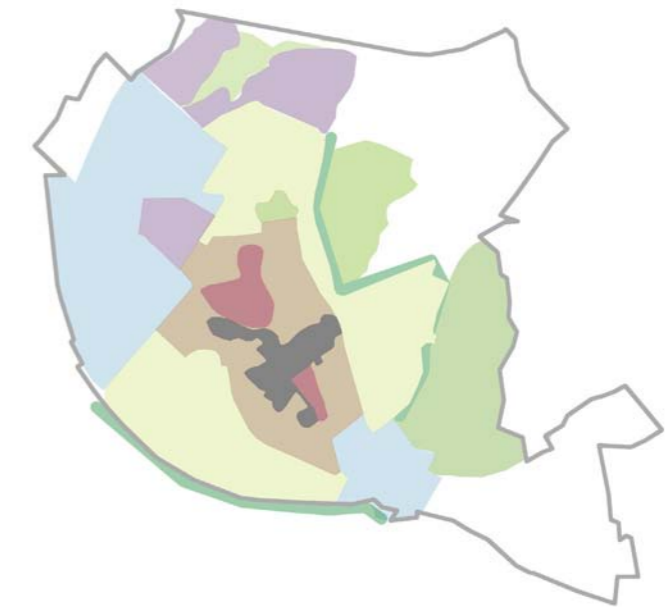


Figure 95

- The character areas of Daventry are synonymous with the layers of historic growth. While the historic centre is compact, much of the remainder of Daventry is made up of low density housing estates.

The character areas of Daventry form the rings of an urban transect:

Character Areas	Urban Transect
Historic Centre	● Town Centre
Victorian & Interwar	● Fringe
Postwar	● Outer Fringe
Late 20th C & Recent Development	● Suburban
Urban-Rural Edge	● Urban-Rural Edge
Industrial	● Employment

2.5.9 Key Features of Daventry's Urban Transect



Town Centre

Street Layout	Fishbone type structure with clear street hierarchy as secondary and tertiary routes branching off the linear primary spine (High Street). Primary spine runs parallel to ridge line, ending in triangular market square. Good permeability
Structure	Organic structure characterised by varied plot sizes and tight urban grain.
Frontages	5 to 10 metre, continuous frontages with high frequency of front doors and fenestration, resulting in natural surveillance
Uses	Mixed use: residential, commercial, retail
Typical Block Layout	Perimeter block with parking and servicing in courts
Density Range	Compact form with a range of 50 to 90 plots per hectare
Building Heights	Primarily 2 to 3 storeys, with key civic buildings forming landmarks of up to 5 storeys
Townscape	Legible urban realm defined by landmarks in key locations and focal points
Consideration as exemplar	The town centre has a number of assets and is considered useful to refer to as an exemplar for the development of new town and district centres

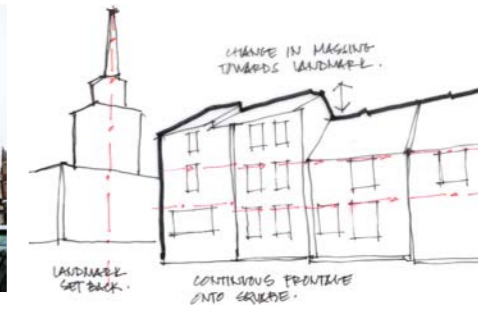
Grain



Streetscape



Built form



Victorian

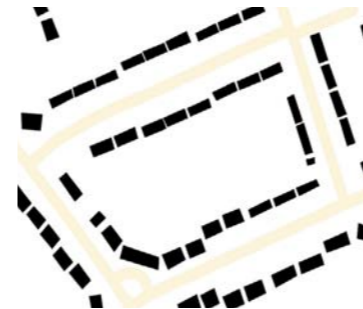
Mix of Victorian and Interwar/Fringe

Street Layout	Rectilinear grid
Structure	Formal with regular plot sizes, with strong sense of rhythm created by terraced houses
Frontages	4 to 5 meters, continuous frontage with high frequency of fenestration on ground and first floors, providing natural surveillance
Uses	Residential
Typical Block Layout	Perimeter block with gardens to the rear of houses
Density Range	Approximately 40-50 plots per hectare
Building Heights	Primarily 2 storey terraced houses, some 3 storey semi-detached and detached houses
Townscape	Strong sense of rhythm and enclosure due to terraced houses
Consideration as exemplar	Daventry's fringe development constitutes a small area of the town but has a number of assets, namely a good sense of enclosure, natural surveillance and permeability, which should be used as exemplar for new developments



Interwar

Street Layout	Organic street layout, following a Radburn style plan. Undefined street hierarchy
Structure	Moderately informal with little sense of rhythm and enclosure
Frontages	Approximately 8 - 15 metre plot widths. Frontages regularly broken by gaps between detached and semi-detached housing. Poor sense of surveillance over the public realm
Uses	Residential
Typical Block Layout	Perimeter block layout with parking in curtilage. Parking tends to dominate front gardens, detracting from quality of streetscape
Density Range	Approximately 15 - 20 plots per hectare
Building Heights	Primarily 2 storey buildings
Townscape	Poor legibility of the urban realm with homogeneous meandering routes
Consideration as exemplar	Daventry's fringe development has a number of weaknesses and is not considered best practice. Therefore it should not be referenced as an exemplar for new developments





Postwar / Outer Fringe

Street Layout	Linear layout with frequent cul-de-sacs, reducing permeability of the development
Structure	Informal with some repetition
Frontages	Approximately 6-12 meters plot width. Frontages regularly broken by gaps between detached and semi-detached housing. Poor sense of enclosure and surveillance over the public realm
Uses	Residential
Typical Block Layout	Perimeter block with on-street parking
Density Range	Approximately 20 - 30 plots per hectare
Building Heights	1 to 2 storeys houses
Townscape	Poor legibility urban realm with large setbacks and no landscaping. No sense of enclosure and large carriageways
Consideration as exemplar	Daventry's suburban development is not considered best practice. Therefore, it should not be referenced as an exemplar for new developments

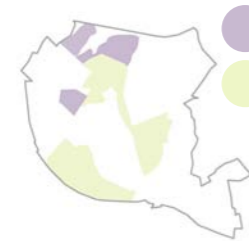
Grain



Streetscape



Built form



Late 20th Century & Recent Development / Suburban

Street Layout	Meandering street layout, with many cul-de-sacs. Developments isolated by vehicle dominated roads. Little opportunity for walking and cycling
Structure	Informal with little repetition of features
Frontages	Approximately 8 - 15 metre plot widths. Frontages regularly broken by gaps between detached and semi-detached housing. Poor sense of enclosure and surveillance over the public realm
Uses	Residential
Typical Block Layout	Perimeter block layout with parking in curtilage. Garage doors dominate streetscape, resulting in lack of surveillance and poor visual quality of public realm
Density Range	Approximately 20 - 30 plots per hectare
Building Heights	Building heights are generally 2 to 3 storeys
Townscape	Poor legibility of the urban realm with homogeneous meandering routes
Consideration as exemplar	Daventry's suburban development is not considered best practice. Therefore, it should not be referenced as an exemplar for new developments



Town Centre



- Buildings vary in height from 2 to 3.5 storeys.
- Massing is higher for landmark buildings.
- Continuous frontage along the High Street.
- Pedestrian alleys through archways in buildings link the High Street with rear service courts. These routes are a characteristic Northamptonshire feature.
- Alleys are often flanked by small shops providing a level of surveillance.
- Service courts suffer from poor public realm and are in line for regeneration.
- Good sense of townscape with views ending with prominent buildings.
- The High Street has wide pavements and narrow carriageway with low traffic flows. Traffic calming is provided through additional sweep in carriageway.
- Plot sizes are small with narrow frontage that generates interest and activity.
- Market Square is located at the western end of High Street where it terminates at the Holy Cross Church. This space forms the intersection of five streets. It is dominated by parking along its peripheral edges.
- Urban form of the Town Centre is responsive to the topography, with Holy Cross Church situated at the highest point.
- The street layout is either along the contours (High Street) or against the contours (Sheaf Street). The location of the Square in Sheaf Street responds to topography and to the vista down the street.
- Historic buildings are constructed of local materials, particularly ironstone.

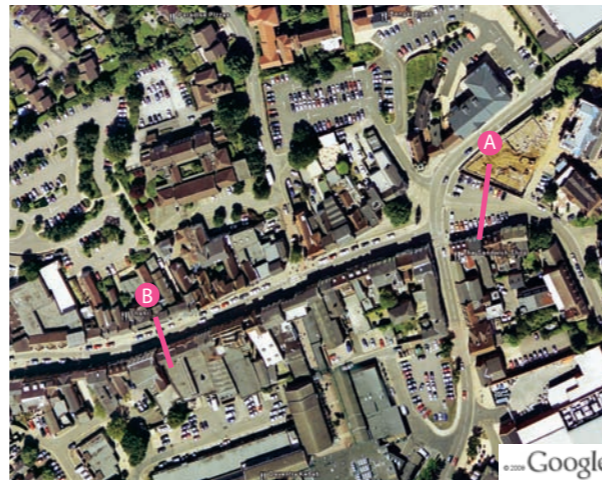


Figure 96: Aerial image of the Town Centre



Figure 97: Figure ground of the Town Centre highlighting its compact urban grain

Assets	Weaknesses
Legible public realm with key landmark buildings and direct routes	Large surface level parking areas to the back of the High Street detract from quality of public realm in places
Good quality townscape with a built form that is responsive to topography and the street layout	
Continuous and narrow frontages with frequent fenestrations	
Good level of surveillance	
Building frontages respond to views down the streets	
Building elevations in response to human scale	
Clear street hierarchy and typology	
Streetscape and buildings proportioned to a human scale	

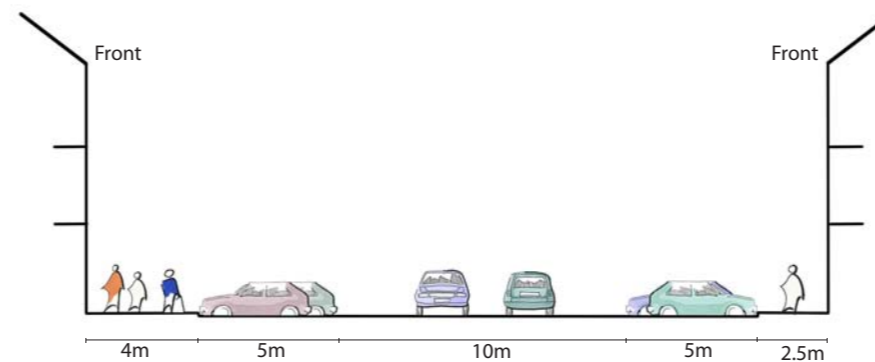


Figure 98: Section A: Through Market Square

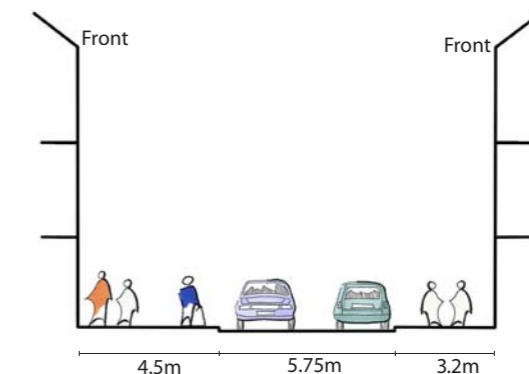


Figure 99: Section B: Through High Street

Town Centre

Street Layout	Linear form of High Street with secondary and tertiary routes leading off from main street. Primary spine runs parallel to ridge line, ending in triangular market square. Tight urban grain with clear street hierarchy
Structure	Organic with varied plot sizes. Continuous frontages provide good sense of enclosure
Frontages	5 to 10 m, continuous frontages with high frequency of front doors
Uses	Mixed use: residential, commercial, retail
Typical Block Layout	Perimeter block with parking and servicing in courts
Density Range	Compact form with a range of 50 to 90 plots per hectare
Building Heights	Primarily 2 to 3 storeys, with key civic buildings forming landmarks of up to 5 storeys
Townscape	Legible urban realm defined by landmarks in key locations
Consideration as exemplar	The town centre has a number of assets and is considered useful to refer to as an exemplar for the development of new town and district centres

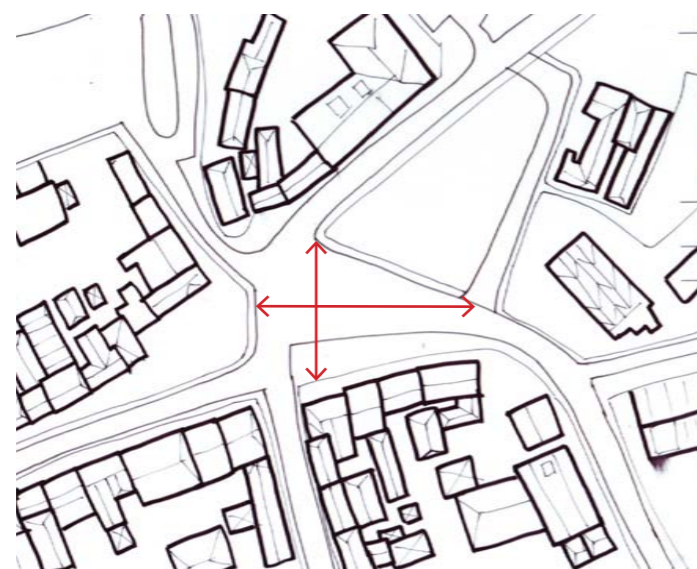


Figure 100: Plan of Market Square

Type of Public Space



Market Square



Pedestrianised square off the High Street



Courtyard space at rear of High Street with secondary retail



Children's play area

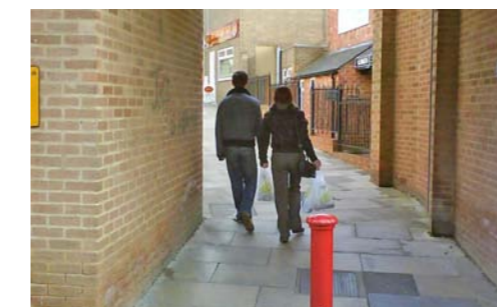
Street Typology & Hierarchy



Primary street: High Street



Secondary street: Sheaf Street with shared surface



Tertiary street: pedestrian alleyway connect from High Street to rear car parks or service courts

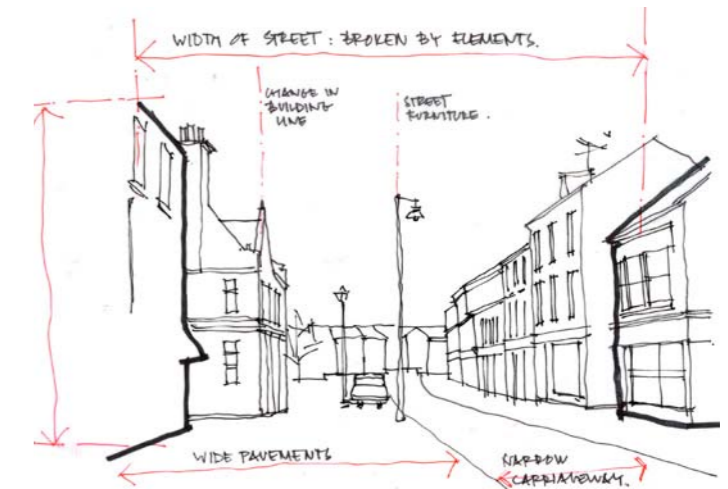


Figure 101: Daventry High Street



Figure 102: Sheaf Square responds to view down Sheaf Street and is responsive to topography as building rises against the contour

Streetscape



Figure 103: Built form varies between 2-3 storeys and is in keeping with the pedestrian scale. Narrow frontage creates interest and variety



Continuity in roof line and building line unifies the overall street despite variation in individual frontages



Figure 104: Creating interest - Highlighting historical significance

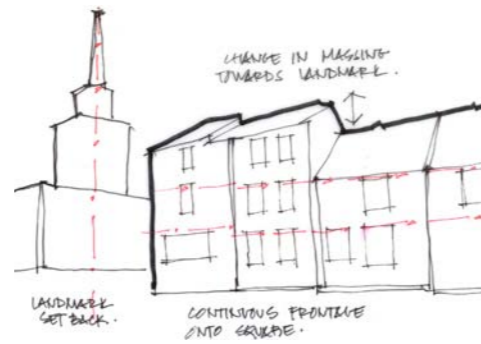


Figure 105: Built form responds to layout and hierarchy of space, creating a co-ordinated urban form and a legible townscape



Landmark buildings and markers contribute to overall townscape and improve legibility

Public Realm Details



Public Realm Materials

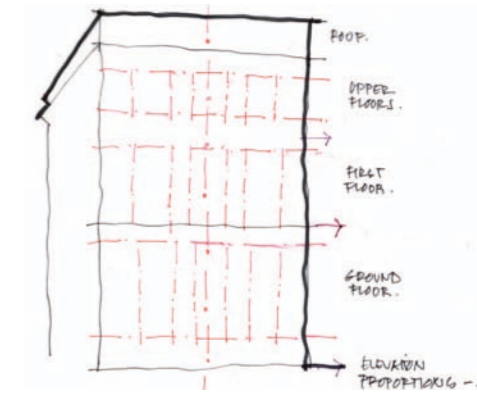
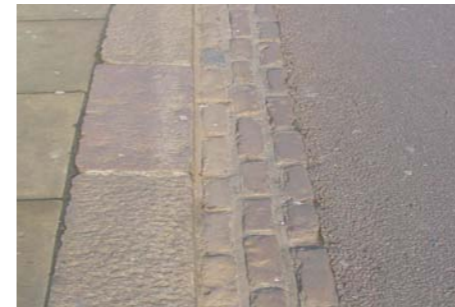


Figure 106: Proportions of a Georgian building in Daventry Town Centre



Figure 107: Corner details on frontage

Elevation Details



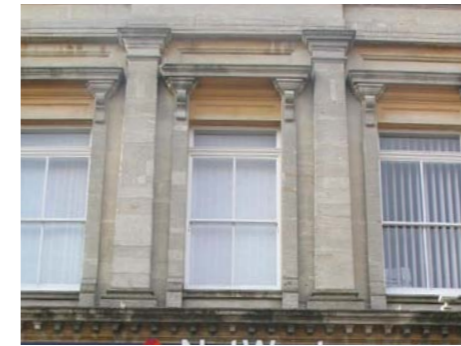
Corner Details



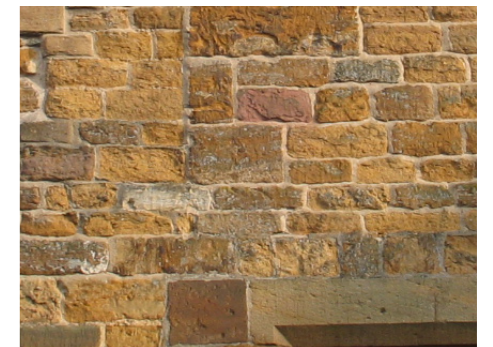
Boundary Wall Details



Fenestration



Materials



Victorian



- Daventry's Victorian development is limited but embodies a well defined urban typology of terraced, semi-detached and detached houses.
- There is an overall consistency of massing with most units rising to two storeys.
- There is a clear distinction between the public and private realm.



Semi-detached house



Semi-detached house with higher massing at its corner



Detached house set back from the street



Figure 108: Aerial image of a residential Victorian street



Figure 109: Figure ground highlighting the terraced and semi-detached houses of Victorian neighbourhoods

Assets	Weaknesses
Legible urban realm with landmarks/defined corner locations	Traffic calming is necessary as low straight street can encourage faster vehicular speeds
Continuous frontages provide a good level of surveillance	Parking tends to dominate streetscape
Streets and buildings are in response to one another to create an overall whole	
Pedestrian friendly streets	
Clear street hierarchy	
On street parking provides well overlooked places to park	
Rectilinear grid layout provides good permeability	

Interwar Development



While interwar development does not form a large proportion of Daventry, it is not unique to Northamptonshire and shares features with similar neighbourhoods found in many UK towns:

- Interconnected street pattern
- Typically larger blocks than earlier Victorian development
- Regularly sized plots but with a slightly coarser grain than the Victorian development
- Predominately semi-detached housing
- Houses set back from street by small gardens
- Some areas include Art Deco buildings.



Figure 110: Aerial image of an interwar neighbourhood



Figure 112: Aerial image showing the interconnected street pattern found in interwar developments



Figure 111: Figure ground highlighting the predominantly semi-detached housing found in interwar neighbourhoods

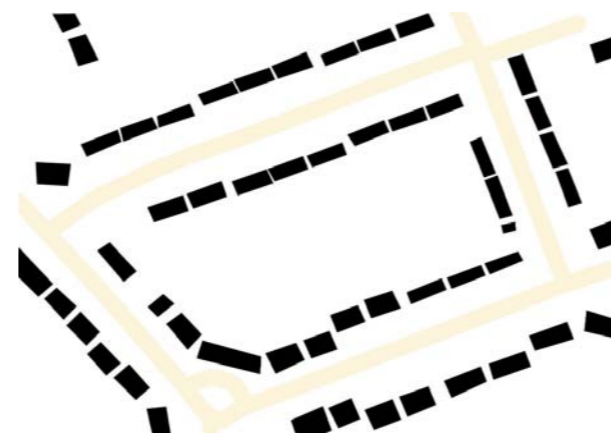


Figure 113: Figure ground highlighting the larger plot sizes with houses being set back from the street by small gardens

Assets	Weaknesses
Continuous frontages	Long straight blocks can encourage higher speed levels for vehicles
Semi permeable street layout	Parking tends to dominate streetscape
Variation in building details along street, while still formulating a holistic streetscape	Culs-de-sac development
Private gardens	



Interwar detached houses in Daventry



Interwar terraces in Daventry

Postwar Overspill Development



- Considerable growth during the 1960s due to identification of Daventry as an overspill town for Birmingham.
- Growth concentrated to the south of the town centre with more recent expansion to the west and north west
- Dispersed urban grain
- Poor sense of enclosure with detached houses set back from streets
- Wide residential streets create an environment better suited to vehicles than pedestrians due to lack of a suitable sense of enclosure. Low density leads to a spread of facilities no longer within walking distances
- The layout of estates are loosely based on the Radburn type but without the required community focus or facilities
- Segregation of pedestrian and vehicular movements.



Figure 114: Aerial image of a postwar overspill community

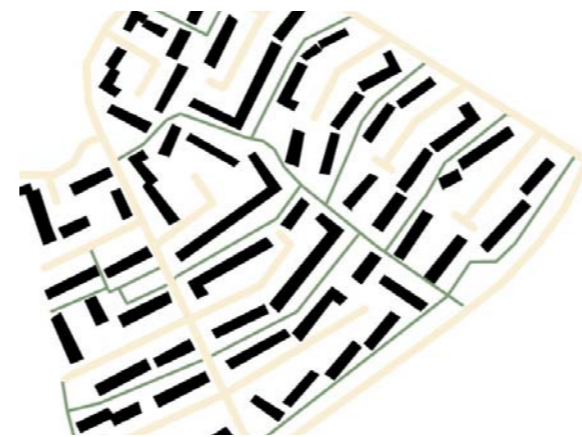


Figure 115: Figure ground highlighting the dispersed yet rectilinear urban grain with separate pedestrian routes and vehicular access



Homogenous form of houses

Assets	Weaknesses
Generous provision of private garden space	No clear street hierarchy, with wide carriage ways supporting high traffic speeds
Generally a good provision of community recreational and open green spaces	Blank walls frequently face street, resulting in poor surveillance in places
	Detached or semi-detached housing layout with front gardens, resulting in poorer sense of surveillance or enclosure
	Architectural style is not characteristic of region
	Homogenous buildings
	Often in curtilage parking in driveways detracts from streetscape
	Long straight blocks can result in higher traffic speeds



Houses separated from street by walls and landscaping



Houses with a non-descript character

Suburban



- Layout is based on a spine/link road that circles through the development with tertiary streets/cul-de-sacs that branch off from the spine road
- Tendency to be developed as individual estates with little integration into the existing urban fabric
- These developments are often severed from existing fabric, due to large road infrastructure
- Streets are designed for cars with frequent roundabouts resulting in a poor pedestrian environment and connectivity
- Built form is nondescript with poor legibility
- Dispersed loose grain resulting in a disconnected built form
- Lack of mature landscape to contain and add to the overall urban environment
- Typical of development of this decade, after 1990 to more recent

General Typology

- Block typology - Loose perimeter blocks with cul-de-sacs
- Movement typology - spine roads connect housing estates
- Secondary residential streets branch off from spine road
- Tertiary cul-de-sacs branch from secondary streets.
- Community facilities - located in between housing blocks. Has a good spread of medium sized local parks and recreation grounds.



Figure 116: Aerial image of a suburban neighbourhood



Figure 117: Figure ground of a suburban neighbourhood highlighting the loose nature of the layout with streets that terminate in cul de sacs

Assets	Weaknesses
Some provision of private garden space	Street layouts designed to accommodate the car
	Buildings set back from street, providing little sense of enclosure
	Detached housing layout with front gardens, resulting in poorer sense of surveillance
	Meandering, illegible road layout
	Homogenous buildings which do not reflect character of region
	Streetscape is dominated by garage doors, lowering visual quality and surveillance
	Low density form does not support walking and cycling



Cul-de-sacs restrict connectivity and permeability. House fronts are dominated by car parking and garage doors

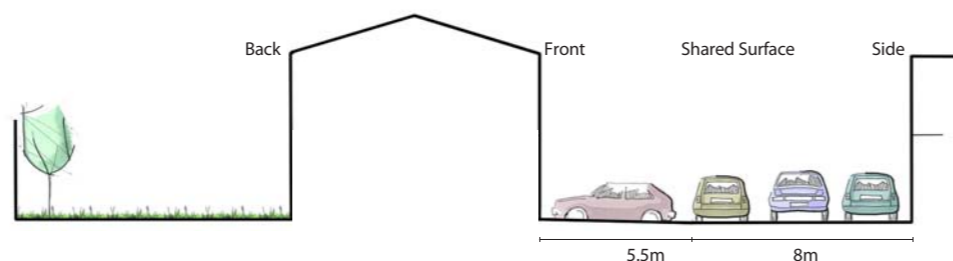


Figure 118: Section A

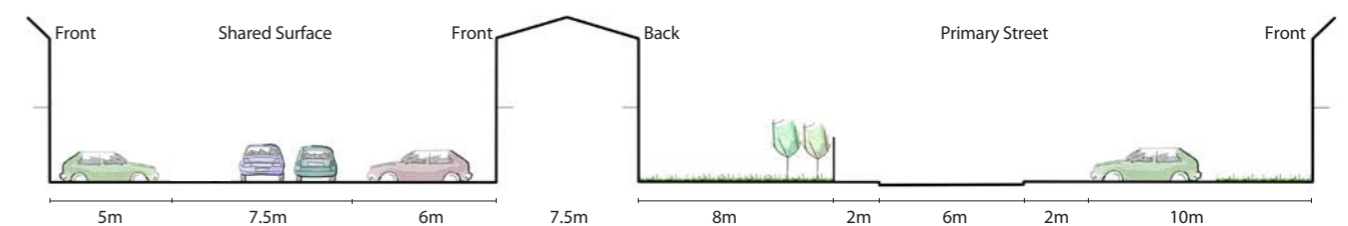


Figure 119: Section B

Transition Areas



- Transition areas are located in-between different character areas. They may take on a character of their own but typically they tend to be left-over spaces or in fill pockets.
- Often public spaces may function as areas of transition whereby different character areas may abut the corners of those spaces.
- Streets can also work as areas of transition whereby each side of the street may fall within a different character area. This results in the streetscape that benefits from both character areas, although this is only possible if the two adjoining character areas do conflict with each other.
- In Daventry, transition zones are evident between residential and industrial areas. They are characterised by the separation of uses by the radial road infrastructure that circumnavigates the town.



Figure 120: Aerial image of a transition area



Figure 121: Aerial image of the transition area between residential and industrial uses

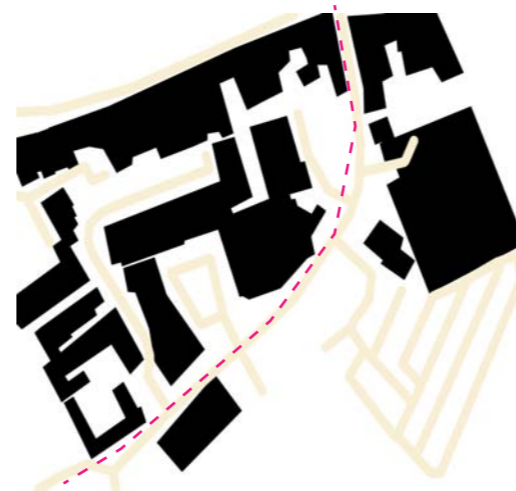


Figure 122: Figure ground shows the distinct edge found in transition areas

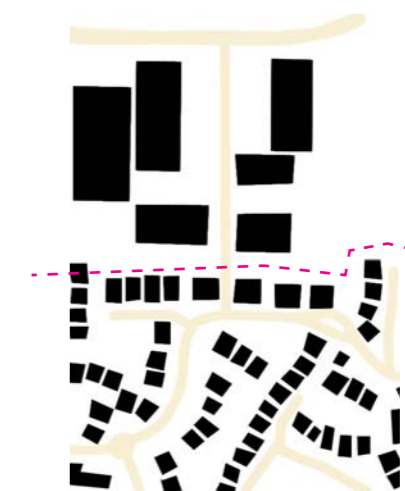


Figure 123: Figure ground shows the strong edge between two adjoining areas



Transition zones can lack character as undefined spaces which are at times used for parking as in this case



Green public space can provide a transition zone between character areas

Urban-Rural Edge

Sample Rural-Urban Edges



South eastern edge of Daventry

- The existing eastern edge is largely contained by Borough Hill with a small section to the south of the hill and to the north of the A45 unconstrained by topography. This area contains the Marches industrial estates and the urban edge is defined by the fencing and backs of industrial units. The rural edge comprises small irregular fields of rough pasture with overgrown hedgerows and hedgerow trees in a broad valley setting. The Burnt Walls Scheduled Ancient Monument adjoins the A45 and the industrial estate. Rank vegetation is overgrown and the area is inaccessible from the A45.
- The edge is contained by vegetation, giving a relative sense of enclosure. The landscape in immediate proximity is diverse, rough and unkempt. Further away, it becomes agricultural, with a larger scale and more open and managed character. The fields are maintained with hedgerows and numerous hedgerow trees. The valley is also broader. The industrial buildings, of medium scale, do not dominate the surrounding trees.
- The A45 road corridor is densely vegetated. It rises up to a ridge crossing 600 m from the industrial estate. The combination of rising ground to the south and vegetation to the north gives it an enclosed character. The urban edge has a busy atmosphere due to traffic on the A45 and industrial activities. The broad valley means that the traffic noise carries for a considerable distance.

Eastern edge of Daventry

- The B4036 runs along the edge of a broad valley which rises to Borough Hill to the south and falls to Daventry Reservoir to the north. This edge is sharply defined by the B4036 road, which runs through a heavily vegetated Green Link corridor. The neighbouring houses back onto the Green Link boundary vegetation and are not visible from the road.

- The south side of the B4036 is contained by a discontinuous hedgerow. Beyond the latter is an open arable field crossed by several overhead electricity lines with the dense woodland edge of the Reservoir forming the far boundary and horizon. The edge itself is busy and noisy due to continuous traffic on the B4036.

North eastern edge of Daventry

- This edge is sharply defined by small scale arable fields bound by hedgerows and lines of Lombardy poplars to the east. The character of the site is enclosed, simple and managed. Welton Road is enclosed by dense vegetation on each side and is reminiscent of a country lane. Low traffic volume reinforces this calm, rural atmosphere. The residential properties to the west, which back onto a small distributor road, are obscured by the dense vegetation.
- The fields beyond the edge are small in scale, irregular and enclosed by vegetation. The topography gently slopes to the east to meet the stream outflowing from the Reservoir. It then rises steadily to a ridgeline with the B4036 and Borough Hill to the south east.

North western edge of Daventry

- The existing edge in this area is sharply defined, with industrial buildings separated from agricultural grazing land by a belt of screening planting. This area is characterised by a plateau of small irregular fields bounded by dense hedgerows and hedgerow trees.
- The landform rises gently from the existing urban edge to a ridgeline that runs in a north-east/south-west direction along the spine of the site. The land use is predominantly agricultural grazing with some arable. The existing urban edge is linear and sharply defined, with screening planting along most of the edge separating the urban area from the rural one.
- Beyond the ridgeline the topography falls towards the Grand Union Canal corridor and Braunston to the north west.

Source: WNDP Framework for the Assessment of Public Open Space and Landscape within development proposals. Daventry Urban-Rural Edge Appraisal. June 2008 Entec UK Ltd.



Figure 124: Aerial image showing the industrial/rural edge at the south east of Daventry



Figure 125: Aerial image showing the distinct urban/rural edge along eastern Daventry



Figure 126: Aerial image highlighting the defined edge that exists along the north east of Daventry



Figure 127: Aerial image showing the urban/rural edge at the north west of Daventry