Silverstone
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& Design Statement
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1.1 The most famous village in the world?

Silverstone is unique among the villages of South Northamptonshire. The 1950 British Grand Prix at Silverstone was the first Formula One race ever held and, having one of the few remaining ‘heritage’ Formula One Circuits in the world, Silverstone is the most famous village in the world. Furthermore, it is the recognized epicentre of the ‘Motorsport Valley’ and the Silverstone brand carries significant value. It is also one of the best connected villages in Britain with direct access to a dual carriageway trunk road linking two motorways and the A5 trunk road. These factors, coupled with potential for growth in quality jobs in and around the Circuit, means that it has experienced considerable pressure for housing development far in excess of any other village in the District. Both the District and Parish Councils have resolved that these pressures can, in the future, most sustainably be accommodated in the market towns of Towcester and Brackley where higher order services exist. This strategy is facilitated by the high quality and capacity of the (A43) highway network serving the Towcester-Silverstone-Brackley axis. The Development Plans for both Towcester and Brackley reflect this. Following a large growth spurt and recent significant new housing starts, it is appropriate that there is a respite from new medium-large scale residential development in the village so that the committed growth can be properly assimilated into the community.

This document supports the South Northamptonshire Local Plan, the West Northamptonshire Joint Core Strategy Local Plan and any other relevant planning policies and documents related to Silverstone. In this way planning decisions can respect the wishes of village residents as to the future of their community by indicating how, where and when further development may take place.

This Parish Plan and Village Design Statement is a clear demonstration of how the Localism Act can be implemented so that local people’s wishes are translated into future actions.

This Village Design Statement and Parish Plan have been produced in conjunction with and agreed by Silverstone Parish Council and are based to a great extent on the information received from a Parish Council questionnaire involving all households in the Parish in 2012. Other public consultation has taken place on the content of this document.

While the plan talks about how Silverstone could develop in the future, the time scale is a matter of vital concern. The plan is based around an initial period of restraint to allow integration of the 800 or so new inhabitants to the community and to see what infrastructural changes are needed as a result. This huge influx of new residents follows the intense development that the village saw during and since 2009 which will soon see more than 320 homes completed in the village. South Northants Council calculated, in the Interim Rural Housing Planning Policy it adopted in 2009, that 44 dwellings were indicative of the number that could be sustainably built in Silverstone. The figure of 320 houses is 627% more and is equivalent to a whole year’s housebuilding in South Northamptonshire district.

The plan indicates all those areas within and adjoining the historic village which should be safeguarded from further building development since, by virtue of their intrinsic qualities, they are regarded as precious assets by the local community.

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The Inspector’s Report following the “Catchyard” Planning Inquiry identified Silverstone as a “sustainable location for housing development.” This statement would, of course, only be appropriate if A) the ambitious, large scale employment projections made by the Circuit developers MEPC come to fruition in the near future and B) a significant proportion of house purchasers actually took up employment opportunities at the Circuit. A plausible, alternative scenario is that the Catchyard scheme will be occupied by people commuting to centres such as Milton Keynes, where residential costs are higher. In this scenario the Catchyard development would cease to gain a sustainability accolade. If housing completions/sales here achieve a respectable 30 units per annum the site will be complete by 2024/5. Only a survey of residents’ travel to work patterns after 2025 can realistically inform the assumption of sustainability made by the Inquiry Inspector.
It is desirable for every community to have a clear and agreed view of how it sees the future of its local environment. Doing nothing is seldom an option as demand for housing in particular is forcing local authorities to give planning consent where previously it may have seemed unthinkable. Robust planning policies no longer afford the protection they were intended to carry. A Parish Plan can help our community to influence and guide what changes happen.

For this reason, Silverstone Parish Council, following receipt of the views of residents through earlier planning-related surveys and supported by on-going consultation, has decided that it is imperative to have a plan for the future of Silverstone.

A parish or community plan sets out a shared vision for the community over the next decade and contains a detailed action plan for achieving this vision. Each plan is different as it reflects the unique set of issues that are important to that community. The plan sets out how community action can meet local needs, can help to prioritise resources and can provide important information to help influence the policies, decisions and actions of others such as your local authority. Parish planning has proved a successful way for rural citizens to make their voices heard and get things done locally.

A questionnaire was used to provide information about what those residing in the parish felt their needs were.

A Village Design Statement is in part an analysis of the built environment of the existing village, which benchmarks the ‘DNA’ that defines the village. Taking this as the basis, it further sets out the parameters for future development. Its implementation will ensure that any new development fits into the surroundings with regard to location, dimensions, design, parking provision, building materials and provision of services etc.

Thus the Plan provides guidance for future development in terms of type, quantity, basic location and timing, with the Design Statement giving ‘specifications’ to ensure that the development meets set criteria, thus ensuring that it is ‘fit for purpose’.

This document will be an important tool for South Northamptonshire Council’s Planning Department. It will give Planning Officers vital information on how the community sees future development taking place.

Future plans will need to follow the Plan and Design Statement or face rejection.

The whole community should be involved in developing a parish plan to achieve common goals. The parish plan is a community-owned document and the actions within it are taken forward by the community, the Parish Council, individuals, community groups, other service providers and statutory bodies. We must take care that Silverstone does not become an urban sprawl and an extension of Towcester.
3.1 History and Village morphology

Silverstone would have been internationally renowned in the Middle Ages as a royal centre. After decline in the 1250s and the ensuing 700 years of relative obscurity it found fame again in 1950.

Silverstone is a derivation of ‘Silveston’ which itself is a corruption of ‘Silva tun—wood hamlet. The village enjoys an outstanding natural and historic setting; it nestles within the ‘Scarplands’ of the ‘Northamptonshire Uplands’ which have been shaped by glaciation and water from the hard rocks of the Jurassic Great and Inferior Oolite in the locality of Silverstone. Overlying the Jurassic limestones are deposits of valley alluvium and glacial deposits including Boulder Clay and Glacial Lake deposits, including the running sands of Silverstone. It is likely that, as the ice sheet contracted northwards at the end of the Ice Age (c 15,000 years ago), a huge periglacial lake formed in the north facing valleys of what is now the Silverstone Brook.

The uplands are the source of several major water courses including the River Great Ouse which rises just to the West of Bucknell Wood. The undulating topography of the village is quite marked and varies from some 100m - 140m (380' - 470') AOD (Above Ordnance Datum).

Bronze Age and Roman remains have been found at Silverstone but the first reference to Silverstone as such was in 1086, when the Domesday Book recorded the early clearing of Whittlewood Forest. Silverstone comprised seven families inhabiting three estates. From that humble beginning, more than 900 years later Silverstone has approximately 1,000 dwellings and about 3,000 residents.

Dominating the village to the west, and endowing it with its special historic and cultural context, are the extensive remnants of the mediaeval royal hunting forest of ‘Whittlewood’. The hunting forests of Northamptonshire were a great attraction for the Norman Kings of England. Northampton’s central location made it a logical choice for administration and with its great Norman fortress it became a major royal town of the Plantagenets. There is no record of Whittlewood in Domesday and the earliest mention is in the foundation charter of Luffield Priory in the time of Henry I (1121). The hunting forest was originally circumscribed by a protecting ring mound; the turnpike from Oxford to Northampton passed through it and common cattle and deer often strayed into the village. The Norman kings built a royal residence in the village which must have been a substantial edifice: King Richard I entertained the King of Scotland here and in 1214 in the reign of John the King’s Chancellor ordered two tuns of red wine to be delivered to the King’s Silveston residence.

2 The settlement pattern and geometry of routes
Archaeological remains from the mediaeval period include those of Luffield Abbey and the nearby chapel dedicated to Becket (now both within the confines of the Circuit, which has corners named after them). A moated site is located between the forest and West End (although in mediaeval times the extended forest may have been adjacent to the moat). It is shown on the 1900 Ordnance Survey map as a rectangular, moated site 70m by 40m (Map II) and is, doubtless, the location of the mediaeval Royal Residence. There are the remains of two fish ponds. (Map II). The largest of these was a hugely significant local feature; it would have been the largest man-made water body in the midlands (some 650m long). Its function was to provide fish, notably for Luffield Abbey and, no doubt, that of the Angevin and Plantagenet Kings (who also had a hunting lodge in the village). The remains of the dam which held back the larger pond remain in the valley North of the village, albeit breached in part. There are also indications of a mill race here. The manors of Silverstone (‘Silveston Burnham’) and Whittlebury were originally a single estate before the creation of the separate parishes; Luffield Priory and Burnham Abbey held their manorial courts. References in court documents from the 1440s refer to West End, Cattle End and Green Lane, testifying to the antiquity of these ancient thoroughfares. Towns End, Wood End, Parker’s Lane and Braunston Lane have, however, disappeared from the contemporary village map.

It is likely that the settlement pattern arises from two separate historic functions: i) ‘Ribbon’ development alongside the Oxford- Northampton highway, which originally would have followed the line of Green Lane and ii) nucleated development in West End, probably serving the royal residence. There is circumstantial evidence which points to the latter being of greater antiquity. The earliest known map of the village, from the 1640s, shows this unusual morphology of the village: a perimeter of highways encircle an extensive open area - possibly common land - and the built form, which follows the highways in part, encircles the central space. The most dense development and greatest plot sub division follows West End in this period. The plots here are very regular and clearly comprehensively planned, as opposed to piecemeal development elsewhere. They are, no doubt, ‘burgage plots’ and their mediaeval surveyors have created contour-related land parcels in proportions of an acre. The current village core, Church Street and Cattle End are locations for the remaining housing. The upper reaches of High Street and Brackley Road are devoid of development in this period. A lane, which is now lost, is located between, and connecting, West End and Cattle End. The large mediaeval fishpond had ceased to exist by this time.

A dramatic local development of the Georgian period was the laying out of Stowe Gardens by Richard Temple, First Viscount Cobham. This incorporated, as part of the overall Stowe Gardens Master Plan, an Avenue/Ride emanating, via Wolfe’s Obelisk, from the North elevation of the Great House some 6 km to Silverstone village, where it terminated diagonally opposite Cattle End. Its Northern end is marked to this day by two contemporary Georgian Lodges. (Map II). The course of this northern Stowe avenue is not arbitrary; in the days when the favoured mode of travel was horseback this would have been the preferred route for gentlemen to reach the Northampton highway and Watling Street from the great house.

The 1824 Map of Silverstone shows how the general pattern of development is largely unchanged from the 1600s, save for additional development along the upper High Street and a corresponding contraction at the South of West End (where the lane has become ‘sunken’ by some 2.5m due to the action of traffic and rain over centuries). The map shows how the various clusters of village housing are elegantly linked by a dense network of footpaths across the central open area. It also shows how the northern termination of Stowe Avenue was celebrated by a landscape feature incorporating the two lodges. The Avenue remained in the Parish for a further 200 years until WWII and the construction of the airfield.

Disease was common in days past. A reminder is Silverstone’s Little London; named because of Londoners moving there to escape the plague. In 1854 tragedy struck again. Fatalities from Cholera included Doctor Lett who had devoted himself to Silverstone - his grave is in the churchyard.

\[3\] The exact position of the well recorded Residence is not recorded; however, the County Sites and Monuments Catalogue clearly points to this location. It would have been ideally sited at the confluence of the Silverstone Brook with a tributary brook and just upstream of the fishponds. No less than five Angevin and Plantagenet Kings of England are recorded to have used the Residence in the village (Henry I; Henry II; Richard I (‘Lionheart’); John I [of Magna Carta] and Henry III).

\[4\] In South Buckinghamshire. Founded by Richard of Cornwall, a brother of Edward III in 1265/6
Life was hard and only a meagre existence could be scratched by either working on the farmland or in the forest. This meant poaching was rife but Forest Law was brutal and death on the gallows for stealing deer and other game was not uncommon. In the 1740s this fate fell upon two Silverstone men, Joe Adams and Jim Tyrell. They were caught poaching on the Stowe estate owned by Lord Cobham. Their families pleaded for mercy but the men were returned to their widows in coffins.

During the 19th century the ancient village morphology remained stable. There was a significant densification of Cattle End during the period of ‘High Victorian Farming’ (up to 1870) and lesser development of High Street and Murswell Lane. The 1900 OS Map demonstrates the stability of the village form and highlights the wide array of footpaths which would have made village life ‘joined up’ and communal.

It is hard to imagine now the main Oxford to Northampton Turnpike road passing directly down Green Lane, High Street and up Little London. By the 1930s traffic conditions would have been intolerable; the (first) bypass was constructed to enhance village life (albeit severing the Southern end of Murswell Lane from the village core).

When WW I started, Silverstone was a quiet, rural village and according to the 1911 census, had a population of 981. Its houses ranged from large properties of eight rooms with only two residents to smaller, cramped homes of three rooms in which lived ten residents. In all 149 inhabitants, including three women, went to war; 29 did not return. Among those were the very unfortunate Roberts family from Cattle End. Three of their four sons were among the twenty nine.

For centuries Silverstone’s main industry was based on timber. At its height, Silverstone boasted 22 wood yards along with an active Forestry Commission base in Hazelborough Forest. The work was felling trees, sometimes as far away as Wales, and hauling them back to Silverstone. The trunks were used for general timber, furniture, planks, gates, pit props, hurdles and building products. The smaller branches were sold locally for firewood.

During World War II, soldiers from the King’s Royal Rifles Corps were billeted in Kingsley Road, and RAF Silverstone was constructed with a classic three runway airfield. It was active from April 1943 to November 1946 as a Wellington Bomber Training Unit. The accommodation extended into Hazelborough Forest and housed up to 2,500. Remains of the buildings are still visible.

In the summer of 1948 the RAC and BRDC were looking for a venue to host the first post war British Grand Prix. Silverstone airfield was chosen. Ex-RAF pilot, Jimmy Brown made a remarkable six months transformation of the airfield to a venue to receive an estimated one hundred thousand spectators hungry to see racing after the war. Jimmy continued the transformation and remained at the helm for 40 years. During the 1970s, Jimmy, wanting Silverstone village to profit from the circuit, encouraged village charities – this continues today and raises much needed funds.

Silverstone entered the twentieth century as a small rural village with agriculture and its wood yards woven into every street. This continued until the early seventies when the wood yards started to disappear. It was further transformed when, within a few years, Hillside Avenue, The Slade and later Graham Hill estates were built. This started the dramatic change of Silverstone from a quiet village into a community now sterilised of all its paddocks and orchards as well as all but one working wood yard, which is no longer in the heart of the village. Despite this, Silverstone today is still a welcoming community and shows that ‘The Silson Spirit’ has not died and is a fitting home for new generations of ‘Silson Folk’.

During the post war period, most of the area between the 1930s bypass and Green Lane-Little London has been infilled doubling the size of the village. It is fair to say that this was not Britain’s finest period in domestic house building; with the benefit of the passing years and hindsight we can now see that much is essentially of a utilitarian construction and lacks any sense of local distinctiveness or an urban design in harmony with the morphology of the ancient village. Further, during the 1960 - 1980 period Development Control in the village was weak, with most efforts directed towards the conservation of the nearby bijou villages of South Northamptonshire. The early 21st century seems set to replicate many of the mistakes of the previous century with unintegrated,
3.2 Silverstone, West End, Cattle End and Olney

Silverstone parish contains four historic settlements – Silverstone, West End, Cattle End and Olney.

The village confines map shows two enclosed areas. The larger one contains Silverstone, Olney and Cattle End and the smaller one West End.

Silverstone is the largest settlement and is the hub of the village, containing the church, chapel, shops and public house. Olney comprises the houses along the south side of Brackley Road between Dadford Road and Olney End House. Cattle End is a cul-de-sac approximately 400 metres long (although historically longer) running off Brackley Road near to its junction with Dadford Road.

Olney is separated from Silverstone only by Brackley Road and the site of a former timber yard to the East of Olney End House, which is designated for development. Cattle End is separated from the main part of Silverstone by a green lane that leads to the High Street and adjacent Olney Meadow pocket park. Another line of separation is the land adjacent to the houses built in 2014/5 at The Elms, which was part of the grounds of Silverstone House.

West End was probably medieval planned development along the route called West End. In the past there were public houses and timber yards along its length. Development of the timber yard sites has resulted in small infill housing developments such as Hazelwood and Monkswood. At the south end is West End Farm with a small industrial development.

Between the centre of Silverstone and West End is the ‘soft’ village core. This is the main separation of the two settlements as well as Cattle End. Blackmires Lane is a private road and bridleway running West off West End to Blackmires Farm and a small number of houses.

3.3 Strategic Open Space

The form of the village of Silverstone is special as it incorporates a very extensive, central green space...
(Map III). This form has endured for quite possibly a thousand years. The area is crossed by a tight network of public routes, also of great antiquity. But it is not only its disposition which makes this central village feature so distinctive and precious to the village: the area is highly attractive and, for the most part, it has the aura of classic English parkland with a pastoral scene of isolated mature trees and majestic oaks following the meandering watercourse. It serves to separate the historic clusters of West End, Cattle End and Church Street but, by virtue of the rights of way, it unites them as a community, functioning as a de facto peripatetic meeting place. For these aesthetic and community reasons the space is much frequented and cherished by villagers. Hence, it is a singularly inappropriate location for future building development of any kind whatsoever.

Similarly, the valley of the Silverstone Brook (Map III) is a precious ecological and aesthetic resource. It incorporates three mediaeval remains along its course: the moated (royal) site, now adjacent to soaring oaks, fish ponds and the former lake bed and dam of the mediaeval fishery (ancient monuments, albeit not scheduled as yet). The valley comprises the lush foreground to the important forest backcloth to the village which is represented by Bucknell Wood and Hazellborough Wood, remnants of ancient Whittlewood.

The adopted West Northamptonshire Joint Core Strategy identifies both the above strategic open spaces as ‘Sub Regional Corridors’ in its Green Infrastructure Network. Furthermore the West Northamptonshire Key Diagram identifies the entire village setting and hinterland as an area for ‘woodland enhancement and creation’, as befits a historic forest village.

A number of pocket parks and local nature areas have been introduced into the village, which greatly enhance the amenity of village life. Further areas of unused agricultural land have the potential to emerge as areas of wildlife interest in coming years.

3.4 Location and transport routes

Silverstone is a village and civil parish in the district of South Northamptonshire. The county border with Buckinghamshire passes through Silverstone Circuit, along the southern boundary of the parish.

The village lies 6.5 kms (4 miles) south of Towcester and 13 kms (8 miles) north of Brackley. The larger towns nearby are Buckingham 13 kms (8 miles) Northampton 23 kms (14 miles), Milton Keynes 24 kms (15 miles) and Banbury 27 kms (17 miles).

The A43 trunk route bypasses the village connecting to the M40 at Junction 10, and the Watling Street A5 at Towcester to the M1 at Junction 15a. Banbury and Junction 11 of the M40 are reached via the B4525 Welsh Lane.

Public Transport services have reduced in recent years. The village is served by bus service 88 running between Northampton and Brackley. This service is very sparse all week but in particular at weekends with no services on Sundays despite Silverstone Circuit having many events. The only circuit-related stop is at ‘Copse Corner’ which is for the Silverstone University Technical College and is used twice a day predominately for students. There are no stops at the circuit entrance. Furthermore there are no direct bus services to any local railway station. Other routes can be joined from Towcester and Brackley, connecting to Milton Keynes and Banbury respectively. The Cambridge to Oxford X5 frequent service can be joined at Bicester, Buckingham or Milton Keynes.

The County Connect request service is available in the South Northants area and can be booked in advance. South Northants Volunteer Bureau also has a minibus for hire for groups, and Towcester Area Door to Door (TADD) and Brackley Volunteer Car Service (BVCS) provide a bookable service to allow residents to attend doctor and hospital appointments.

The nearest railway stations are at Northampton 21.2 kms (13.2 miles) Milton Keynes 23.3 kms (14.5 miles) and Kings Sutton 23.3 kms (14.5 miles). The best fast service is from Milton Keynes serving London and Birmingham in particular. Kings Sutton is on the Chiltern and Great Western lines which cover Birmingham, Banbury, Bicester and London Marylebone, and also Oxford. The HS2 high speed rail line is planned to pass in the vicinity, with no stops between London and Birmingham.
3.5 Community

Silverstone benefits from two places of worship with meeting rooms, primary schooling, a recreational centre with playing fields, tennis courts and pavilion (see below), two pocket parks, two play areas and a public house. There is also a doctors’ surgery, a village shop with Post Office, a butcher’s shop (which is under threat of closure), a closed shop, and three repair garages. Other business premises include a care home, joinery and several design consultancies.

In the parish but away from the village centre are a timber yard with a clothing shop, and other businesses (many motorsport-related). There are a number industrial units built on former farmyards within the parish.

St Michael’s Church is the Church of England parish church in the village centre. Silverstone Methodist Chapel is off the High Street. Both church and chapel have meeting rooms, which are available to rent. The chapel also runs a café on occasions. St Michael’s churchyard is open to all burials.

Silverstone has an Infant School and a Junior School. These are run as a federation but in 2017 will be replaced by a new combined Primary School sited at the northern end of the village.

The Silverstone Recreational Association is on Church Street between the centre of Silverstone and West End. It comprises the Pavilion, with a multi-purpose hall plus bar, sports changing facilities and surrounding land. The adjacent playing field is used by both football and cricket clubs. The Silverstone Tennis Club has courts on the far side of the pitch and there is a large and well-equipped play area between the road and pitch. There is off-road car parking. The hall is a popular venue for private functions, sports activities, stage events and social meetings. A new or refurbished building is currently under discussion.

Silverstone has a number of clubs and societies that meet in the village. These include Brownies, Scouts, Musical Monkeys, amateur dramatics, an art group, a sewing group, dancing school, gardening club, Women’s Institute and a Freemason’s Lodge.

There are pocket parks at Olney Meadow with access from Graham Hill, and Brickle off West End. These are vested in the Parish Council and maintained with the aid of volunteers.

The play areas are on Church Street adjacent to the playing field and on Old Oak Drive. The Church Street play area is well equipped with play and other equipment suitable for children up to teenage. Old Oak Drive is for smaller children. These are maintained by the Parish Council.

The White Horse is now the only public house in the village. It has a large garden and serves food. There is now only one shop open in the village centre. This is a very comprehensive general store and newsagents, which took over the village’s Post Office function in 2015. Open seven days a week and offering a newspaper delivery service, this business is vital to the community. It also has a post sorting office. The village also has a long-established butcher’s shop on Brackley Road although its future is in question.

The doctors’ surgery is on Whittlebury Road. It also dispenses and is essential to the sustainability of the village.

Also in Silverstone Parish are various farms. In addition to the new Primary School other educational establishments comprise Moulton College (at Pits Farm teaching building trade skills and animal husbandry) as well as Silverstone University Technical College and the National College for Motorsport, which are both adjacent to Silverstone Circuit. Silverstone Circuit and Silverstone Park are partly in the parish of Silverstone.

Silverstone Circuit is owned and run by the British Racing Drivers’ Club. Motor racing and other track activities take place all year round.

Silverstone Park is a commercial business area run by MEPC. This comprises land surrounding the circuit which is on a 999 year lease. A number of mainly motorsport-related retail businesses are located on the site as well as some racing teams. MEPC is working with South Northamptonshire Council and Aylesbury Vale District Council on future planning matters.

Due mainly to the proximity of Silverstone Circuit, there are dedicated bed and breakfast establishments in Silverstone village and several private homes offering accommodation to visitors.
Silverstone village centre showing approx. outline of the extent of village boundaries.
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Olney Meadows pocket park

Silverstone Brook, West End
4.1 General
The Village Design Statement describes the wishes of the residents of the parish of Silverstone as to the future development of Silverstone in terms of location, design and materials in particular.

4.2 Village Structure and confines
Silverstone is classed as a ‘restricted infill village’ (Policy H5 of the South Northamptonshire Local Plan 2007 (revised December 2014). The Local Plan further classes wooded areas (Whittlewood Forest and Hazelborough Forest) around Silverstone and within the parish as special landscape areas. See Map V11.

Silverstone is a relatively compact village comprising Silverstone, West End, Cattle End and Olney. The designated confines for Silverstone have remained virtually unchanged for many years. Two planning policies were updated as part of the planning process for the Silverstone Bypass, which opened in 2002. The reason for these policies was to protect the land that lay between the new road and the adjacent confines from development. Policy EV7 identifies the land between Silverstone Village, Cattle End and the line of the A43 bypass as an Important Local Gap – “The bypass would provide a clear and defensible boundary for circuit related development and therefore has the function, as has the small open area separating the main body of the village from Cattle End, of preventing coalescence and maintaining an open setting to the south of the village.” This was further reinforced by Policy EV8 which states “To prevent the coalescence of settlements the council will not permit development which would significantly intrude into the following important local gaps as shown on the proposals maps: C) at Silverstone between the main village and Cattle End and between the village and the A43 bypass/Silverstone circuit.”

While house building in Silverstone since approximately the 1970s has been restricted to small developments, often on the sites of redundant timber yards, as well as infill and backland developments, developer interest became acute from the early 2000s. Permission was granted for 24 houses on Towcester Road (now Baines Close) in 2002 and a further 36 houses on the former Linnell’s timber yard between the High Street and Towcester Road in 2005 (this development was of a denser nature than others due to the land being defined as ‘brownfield’). While
these were within the village confines they represented a significant increase in the number of dwellings in the village at that time.

In 2009, faced with a large number of planning applications at a time when the Local Plan was being revised and the Five Year Housing Supply not being robust, South Northamptonshire Council published its Interim Rural Housing Planning Policy. This was designed to provide guidance on the number of dwellings that villages could accept under sustainability guidelines based on surveys made of each village. Silverstone was classed as being ‘Reasonably Sustainable’. In its case the indicative figure for extra housing was put at 5% of the existing numbers which was 44. However in that same year two further almost adjacent developments on Towcester Road were granted consent for respectively 46 and 49 dwellings. Both were outside the established confines but were within the ‘core’ of the village. As both applications were considered at the same Development Control Committee meeting both were granted consent as any decision to have refused one would almost certainly have been overturned on appeal. This was in spite of strong opposition from the Parish Council and residents. Until then any attempt to obtain planning consent outside the confines had been thwarted. In 2012 Barwood Homes applied for a major development at Catch Yard Farm on land between Towcester Road and the A43 bypass, which is protected by the Policies mentioned earlier. Despite being strongly opposed by the Parish Council and residents, as well as opposition from South Northamptonshire Council, which refused planning consent, permission was granted for 220 homes by the Secretary of State. Work commenced on the first phase of this in 2016.

It should also be noted that housing for workers at the anticipated development of commercial and industrial units at Silverstone Park and Circuit has been factored into master plans for both Brackley and Towcester where such development is sustainable. There is therefore no requirement for housing growth in Silverstone for the foreseeable future. Further to that, the assessed housing needs for the village were more than taken care of in the Catch Yard Farm development at the time it was approved at appeal.

4.3 Guidelines for future Village development

Silverstone and its associated settlements grew up around the main road from Northampton to Oxford as well as around the junctions of roads to Whittlebury, Buckingham and Abthorpe. The development was to a great extent linked to forestry with the timber yards located on these roads as this was the industry of the area (as well as general farming). In the middle ages the royal hunting residence and lodge and hunting activities may well have been the reason for planned development in West End. In more recent years the village centre was bypassed first by Towcester Road, which became the A43, and then in 2004 by the dual carriageway which when opened became the A43.

Although the airfield at Silverstone was built during the war this did not result in any development in the village itself and it was after the war that significant expansion started in Silverstone village. Kingsley Road was built in the late 1940s, adding about 100 dwellings on the East side of Towcester Road. In the sixties and seventies the next expansion took place with developments being built at The Slade, Hillside, Graham Hill, Brabham Close and Stewart Drive in particular. Since then more and more housing has been added, particularly on the sites of former timber yards and as in fill. Likewise the Monkswood and Hazeldene developments in West End were built on such sites as was a small block of flats in Little London.
Old Oak Drive and associated roads with approximately 70 dwellings were competed in 1995, Baines Close (24) in 2004 the Old Woodyard (36) in 2006, Kiln Close and The Paddocks obtained planning consent in 2009 for a combined total of 95 houses and consent for a further 220 dwellings on Towcester road was given on appeal in 2012.

It should be noted that consent for the 220 homes at Catch Yard on Towcester Road was given on land that had been protected by a policy that was introduced when the bypass was agreed, prior to its opening in 2002. This was to prevent the village expanding towards the circuit and acknowledging the proximity of noise from the circuit’s activities.

The commercial and social centre of the village can be identified as Stocks Hill as the main shop (Croft Stores), the former post office (which is currently closed), the medical centre, the White Horse pub and church and church rooms are all within a few metres of each other, with the Methodist Church and its function room, and the Silverstone Recreational Association also in close proximity. The schools are also in this area but are soon to be redundant when the new combined primary school opens in 2017. However, this will only be approximately 600 metres from the centre.

In view of the unprecedented development that the village has recently and is currently undergoing, the Parish Council, supported by the results of the survey carried out, believes that no large scale development should take place within, adjacent to or near the village confines in the medium term. For any development after that, respect must be given to organically ‘growing’ the village if it is felt essential to do so. It is accepted that small developments, such as infill sites, are likely to be granted consent during this period as has occurred over many years.

Looking ahead to when larger development might recommence, it is logical and sustainable for any future residential development to only take place close to village facilities and in locations not too distant from the existing village confines. Significantly any future development should not occur on land identified as ‘constrained’ on Map IV. However the siting of the school will influence housing locations. Any future changes to the village confines and allocations for development should have regard to the following guidelines:

- Respect the Silverstone Conservation Area Appraisal and Management Plan.
- Protect open spaces and views in particular the playgrounds, pocket parks, playing fields and archaeological site of the old fish ponds.
- Ensure that new developments include protected open spaces to maintain the rural character of the village.
- Any extension of the village boundaries, confines or envelope should be considered only where it could be shown to be of benefit to the village, most notably by providing: better or new amenities, affordable housing or local employment appropriate to the village.
- Future housing development should take into account the social structure of the village, that is, its population, its size and the need for a mix of different size houses. The balance between market value and affordable houses should be acceptable to village opinion – and priority given to affordable housing. Development should relate to village needs as defined at such times.
- In preserving the character of Silverstone, new building work should be of traditional form and employing traditional materials, except in the case where well-designed contemporary building can be shown to contribute visually to the village.
- New housing should have sufficient off road parking to take care of all vehicles likely to be in the ownership of a family that would typically inhabit such a dwelling.
- House roof heights should reflect those of surrounding properties and in most cases houses should have no more than two storeys.

4.4 Community development guidelines

The Localism Act 2011 has given community, voluntary and charity groups the opportunity to take the initiative when it comes to how local public services are run and planning decisions are made. NPPF paragraph 70 applies to the guidelines below.

- The community facilities in Silverstone (the SRA, the Post Office/General Store, meeting rooms and sports facilities) should be preserved and enhanced to ensure that the social groups continue to grow and thrive and to maintain vitality within the village.
grazing takes place adjacent to the village. Around Silverstone and in the woods is a wide range of flora, including bluebells, primroses, cowslips and others. The local fauna includes muntjac, and many species of birds including common buzzard. Red kite can now be observed circling overhead. Badger colonies are prolific, particularly in the Hazelborough Woods where the old RAF buildings once stood.

Flood risk considerations
Flooding has occasionally affected Silverstone during periods of heavy rainfall. Worse affected have been the houses at the lower part of West End. However Northamptonshire County Council has recently replaced the culvert running under the road where Church Street and Abthorpe Road meet to improve the water flow in the hope of preventing further flooding here. Action is also needed to keep this waterway (Silverstone Brook) clear from obstructions. There has also been occasional flooding at the junction of Whittlebury Road, Stocks Hill and Little London in the centre of the village. Obstructed storm drains and the culvert that takes a stream from beside Frog Hall to the other side of the church yard as in the past been the main cause of this. Silverstone Parish Council has a flood kit and procedure available in cases of flooding.

Landscape guidelines
Developers, householders, landowner and community groups should all have regard to all the guidelines listed below to ensure Silverstone’s landscape is preserved and protected. This includes the preservation and protection of the protected trees, important hedges, important walls, listed buildings, significant buildings and important open spaces in Silverstone.

Trees
a. Planting of native species to retain landscape character and to benefit wildlife within the village. Local native broadleaf trees include Elm, Horse Chestnut and English Oak in particular as this is the emblem of Silverstone.
b. Mature trees should be retained where possible, and tree roots should be protected by fencing during building work.

Hedges
a. Existing hedges should be retained where possible to form boundaries but their correct management is important.
b. Local hedgerow species should be encouraged rather than fast-growing evergreens. These include Blackthorn, Hawthorn, Crab Apple, Holly,
View of the mediaeval dam (now breached) that once formed part of the ancient fishponds in Silverstone. The fisheries supplied Luffield Abbey and the Royal residence.
Elm, Field Maple, Hazel, Beech and Ash.

c. Hedge-laying is a traditional local skill and should be encouraged as it provides local work, leads to healthier hedges and is the traditional method.

Wildlife, flora and fauna
a. Developers, landowners and householders should ensure the protection of existing wildlife environments and help create new habitats in the form of copses, hedgerows, ditches and ponds and open spaces of rough grassland. [Advice is available from Northamptonshire Wildlife Trust].
b. Every effort should be made to preserve the character of the countryside around Silverstone and protect its flora and fauna, its trees, its hedgerows and its footpaths.

Green Spaces
Silverstone has two pocket parks; The Brickle on West End/Church Street (the former site of the quarry for clay for brickmaking) and Olney Meadow which is relatively central to the village. These are maintained by the Parish Council thanks to the help of volunteers. An extension to the Olney Meadow park is anticipated soon when an S106 agreement is invoked connected to the building of dwellings at the Elms, Brackley Road.

The SRA land on Church Street which includes the playing fields and one of the two play grounds is the other significant publically owned green space in the village.

It is considered essential that the settlements that comprise Silverstone (i.e. Cattle End, Little London, Olney, Silverstone and West End) should continue to be separated by green spaces to retain the historic identity of these areas.

Allotments
Silverstone currently has no allotments but there is a known demand for these and a group has been formed to acquire suitable land. The Parish Council has been actively seeking possible sites but as yet nothing suitable has been found. The approved development at Catch Yard includes allotments but the residents in the new houses have first option on them.

4.6 New development
a. The layout of any new development should reflect the rural nature of Silverstone with green space provided for gardens and landscaping. Roads and vehicular accesses should also be sympathetic to the rural vernacular of South Northamptonshire. Suitable and sufficient parking should be provided to ensure that vehicles are parked off-road and roadways suitable for safe use by cyclists and pedestrians.

b. Where development provides new footpaths or affects existing ones, the design and layout should reflect the rural character and sense of space.

c. Any new building development should include a suitable landscaping scheme to be planted in the first appropriate season and arrangements made for its future maintenance. Where possible landscaped open spaces should be included in the design.

d. Street furniture, e.g. signage, street name plates, seating, guard railings, litter bins, street lamps and shelters must be agreed with the Parish Council and accord with any design standards approved by the Parish Council. Whenever reasonable, the Highway Authority should consult the Parish Council when it is proposed to provide new traffic signs or replace existing ones.

4.7 Housing stock
The Silverstone Conservation Area Appraisal and Management Plan gives a detailed description of all relevant information on the houses and building styles of the village.
Silverstone has the following listed buildings (all Grade II)
- 2 Stocks Hill
- 29 Brackley Road – former Stowe lodge house
- 31 Brackley Road – former Stowe lodge house
- 7 High Street
- Barn - approximately 20 metres west of Rookery Farmhouse Church Street
- Catch Yard farmhouse, Towcester Road
- Church of St Michael, Stocks Hill
- Home Farm farmhouse, High Street
- Rookery Cottage, Church Street
- Rookery Farm farmhouse, Church Street
- Stable, approximately 10 metres south west of Rookery Farmhouse, Church Street
- The White Horse, Stocks Hill
- Windmill, Whittlebury Road

4.8 Design & Material Guidelines

Overview
Prior to the canal and railway age, building materials had to be locally sourced for all but the grandest of buildings, due to transport and cost constraints. Consequently there existed a strong correlation between the underlying geology and the built form of settlements. They quite literally ‘grew out of the landscape’ and were, consequently, in total harmony with that landscape. Furthermore, the highly varied
nature of Britain’s geology ensured that our towns and villages exhibited a strong sense of local distinctiveness. The Middle Jurassic formations describe an arc across England which includes parts of Dorset, Bath, the Cotswolds, Lincolnshire Wolds and the North York Moors. In the towns and villages throughout this 320 km belt there are common architectural themes and details. However, the rich variety of chemical and organic composition within the Jurassic beds provides a wealth of local variation in the colour and texture of the stone, ensuring a wide variation in local distinctiveness, for example from the ashlar of Bath stone, Helmdon Stone, to Collyweston Slate and the iron-rich Brownstone of Blakesley. Where planning permission is required, these historic examplars should be followed.

Walls

The earliest dwellings would no doubt have been formed from the ubiquitous forest timber. From the late mediaeval period to the early 19th Century Silverstone would have been a predominantly stone village, in common with surrounding villages and those of the Cotswolds and Dorset. Some fine examples of stone village houses dating from the relatively affluent ‘Great Rebuilding’ period following the Civil War and Restoration have survived, notably Rookery Farm [pre-1659], The White Horse [1659]. Date plaques of 1684, 1686 and 1688 are seen on other village houses, denoting either a new build or, possibly, a rebuilding of a more ancient property. There are a large number of stone houses and barns dating from the 17th Century to the late Victorian period in the village.

The locally quarried stones include Blisworth Limestone and Helmdon Limestone. There is a variety of rock types within these local beds:

- Fine grained micritic/oolitic rock produces a ‘freestone’ (which can be easily worked).
- Cross bedded limestone with numerous fossil shells.
- Very hard crystalline limestone (much more difficult to work).

The most locally derived stone in the village has (appropriately) a silver grey colour, in contrast, say, with the honey colour of typical Cotswold stone, which contains more ferrous content. Stone walls can be constructed in several ways using these stones, as exhibited by these older village buildings. ‘Rubblestone’ is rough, undressed or simply roughly dressed. ‘Random rubble’ is uncoursed (i.e. not laid in horizontal layers). ‘Coursed squared rubble’ uses stone which is dressed roughly square and laid in horizontal bands. Alternative bands usually have a varied thickness, giving the whole a most pleasing appearance. Very occasionally use has been made of an ‘imported’ brownstone such as Harlestone in stone...
elevations to form patterning. Walls are constructed in two ‘leafs’ and are infilled with rubble.

Corners are often constructed with quoins. These are substantial stone blocks spanning more than one stone course; they give the building a physical and visual stability. They are usually of freestone/ashlar. It is possible that some best quality freestone was purloined from the remains of Luffield Abbey after the Dissolution e.g. the very large quoins seen in the 1688 house in West End. ‘String courses’ are horizontal courses, usually freestone, which are set just proud of the front elevation. Stone lintels can be of ‘rubbed’ freestone.

Brick began to be used more widely from the mid 18th Century, initially for the insertion of chimneys in existing houses. Derived from the local drift deposits the various local claypits produced a rich red, hand-made brick. Occasionally overburnt bricks (purple/blue) would be used, providing a pleasing colour variation. Brick bonding was, historically, in ‘Flemish bond’ i.e. with alternating headers and stretchers, producing a characteristic basket weave pattern. Sometimes local brick buildings exhibit a decorative or ‘dental’ course of bricks at the eaves. As stone quarries closed, from the beginning of the 19th Century, brick began to replace stone as the preferred (and by then, cheaper) choice of wall material. In the 20th Century brick was often used to repair damaged stone walls or to construct extensions to the accommodation. However, higher status houses continued to be built in stone. Lintels in brick buildings were usually of local oak/elm.

The mid 20th Century was a torrid time for construction quality in the village with widespread use of the London Brick Company’s national standard range of machine made, utilitarian bricks of little or no character. There are no exemplars from this period which could possibly guide future building practice in the village.

Windows

Originally these were literally ‘wind holes’ which allowed for ventilation and light to enter the building, with a sliding device to close the aperture. As glass panes became affordable, albeit small in size, leaded lights were gradually introduced. Since windows are more susceptible to deterioration than other building components few, if any, original windows survive from an early date. The earliest windows extant in the village are timber mullioned. The only stone mullioned windows evident are in St Michael’s church, the premier building in the village (but these date to 1884). Early houses and most cottages had, and still retain, simple timber (symmetrical) casement windows. Leaded lights fixed in metal frames were
The 17th Century houses in the village have chimneys. Neighbouring villages have surviving examples. All examples are found in Silverstone, although many to the typical English village scene. No such drama to the building and articulation and romance flush with the end gable. Such chimney stacks add from flues within the outer gable walls and, hence be mouldings and drips. These chimneys would rise high chimneys constructed of ornate stone with stone mouldings and drips. These chimneys would rise from flues within the outer gable walls and, hence be flush with the end gable. Such chimney stacks add drama to the building and articulation and romance to the typical English village scene. No such examples are found in Silverstone, although many neighbouring villages have surviving examples. All the 17th Century houses in the village have chimneys

Roofs
The earliest roofs would have been of thatch and just one original example survives on Church Street. The combination in this cottage of stone and thatch would formerly have been widespread in the village. Plain clay ‘peg’ tiles were gradually introduced in the 17th Century. They were hand made locally and of a rich red/orange colour giving a most attractive vibrancy to the building. Again, it is like likely that many village roofs were once clad with plain tile. Only a few examples of early plain tiled roofs still remain and most are of Victorian origin. With the coming of the canals at the turn of the 18th/19th Centuries the products of Welsh slate quarries could be made available for local construction. Slate became the usual choice of roofing material in the village (until the advent of machine made products in the 1930s) and slate is now the most common material for roof cladding for historic houses in the village.

The most common roof form is a duo pitch, at an angle of 30-50 degrees, with gabled ends and plain, ‘clipped’ eaves. Some 17th Century village houses exhibit roof construction details in common with many contemporary houses throughout England’s limestone belt; they have gables which rise above slate or tile level forming a parapet. On the front elevation the coping is supported at its bottom end by an ornate ‘kneeler’, which is corbelled out from the gable wall. There are several examples in the village of historic hipped roofs. The use of slate allows these roofs to be constructed at relatively shallow pitches (30-35 degrees). This roof form was popular during the Regency period. Bargeboards are infrequently used on historic village houses, although there are examples of attractive fretwork bargeboards in Olney.

Chimneys
The classic 17th Century house of the Jurassic Limestone belt would have had a symmetrical pair of high chimneys constructed of ornate stone with stone mouldings and drips. These chimneys would rise from flues within the outer gable walls and, hence be flush with the end gable. Such chimney stacks add drama to the building and articulation and romance to the typical English village scene. No such examples are found in Silverstone, although many neighbouring villages have surviving examples. All the 17th Century houses in the village have chimneys of brick, often inserted after the original construction of the house during periods of enhanced affluence. Cottage chimneys built in succeeding centuries are also of brick and are set flush with the end gable(s). Often incorporating two or more flues they can be substantial brick structures, which produce a pleasing roofscape and rhythm to the street scene.

Storey Height
The overwhelming majority of historic village houses are of two storey construction. There are a limited number of somewhat higher buildings with an attic storey and either gable end windows or dormers (so-called two and a half storey houses). Since the latter occur in only very limited numbers they provide a pleasing variation to the village scene. There are no full three storey houses in the village. The historic two and a half storey house has a ridge height comparable to most contemporary two storey houses. This must be borne in mind for new houses otherwise the proportions will not follow the vernacular.

Symmetry
Our ancestors took particularly care to create front elevations with a symmetrical form. This is a constant thread from our great houses down to the humble cottage. There is little doubt that, due to their visual balance and sense of proportion, we instinctively find such symmetrical designs most attractive.

Development Guidance
Only small scale development or redevelopment of existing buildings is anticipated in the village for the foreseeable future. Following the trebling of the village housing stock since WWII and the massive impact of recent planning permissions it is logical that there should be a respite from any large scale activity until the unplanned growth has been assimilated properly into the community.

Building promoters and their designers are encouraged to read this document and to note the historic building precedents illustrated and to study the full context of their development. No amount of design guidance can replace the participation of a trained designer and clients are strongly advised to employ the services of a registered Architect and consider the pre-application service offered by South Northamptonshire Council’s planning department. For developments exceeding two or more houses it will be appropriate for a Planning Brief to first be approved by the District and Parish Councils. This process can save time in the long run and smooth the way to a superior product, for the benefit of developer and community. The village has witnessed long periods of poor construction/design quality. But this era has now come to an end and only very well-
conceived designs will now be acceptable in this ancient and famous village.

Generally, new buildings or additions should either be:
• Very high quality contemporary designs (and, indeed ‘Grand Designs’) deploying materials evident in the historic fabric of the buildings of the village for walls and roofs or
• Good quality reproductions of historic forms which adhere meticulously to historic antecedents in their conception and detailing and
• Ecohomes, Energy Plus\(^6\) and/or self build in either of the above categories

Stone which has been square dressed, laid in graded courses with (reconstituted) stone quoins is the preferred wall material for all new development in this historic stone village. Natural slate or plain peg tiles are the preferred roof cladding. Windows comprising balanced casements (where fixed lights have the same cross section as opening lights) are recommended. Trickle vents will be required and ‘transom’ windows should be avoided. Wherever possible chimneys should be incorporated into new dwellings. For ‘historic’ designs symmetrical elevations are preferred.

The replacement of poor quality buildings by new build is encouraged, although plot ratios on redevelopment should not exceed 1 : 4.

4.9 Environmental enhancement

Overview
This is an aspirational document. It seeks not to preserve, absolutely, the status quo in aspic but to ensure that the village evolves in an attractive manner consistent with the aspirations of villagers. With the application of sound Urban Design principles, enlightened Development Control and environmental enhancement measures, the village fabric can be systematically upgraded over time to achieve a step-change improvement in the character of the village. The community will not accept second rate, ill planned or imposed development in the future. Over the last millennium much of value has been created but much has been lost. Consider the loss of the mediaeval village pond/lake adjacent to Church Street along the valley of the Silverstone Brook, or the ‘missing’ segregated and direct pedestrian/cycle/horse-riding link between the heart of the village, along a tree lined avenue all the way to the world famous gardens of Stowe as once existed from the Georgian period to the 1930s. What superb recreational facilities these could have been for the village. Numerous old cottages, barns and a fine Georgian Farmhouse (The Limes) have also been lost. And some of the precious, soft green core of the village has been eroded by 1960s and later poorly designed development; what remains should be protected from any more environmental insensitivity. In other areas of dubious visual quality gradual physical improvements can be introduced, even if this is simply restricted to tree and hedge screen planting. With the implementation of appropriate policies the quality and image of the village can be dramatically upgraded within a generation.

Village Portals
The entry points into a settlement are important; a pleasant approach can lift the spirit and one’s whole attitude to a place. The approach from Whittlebury into the village is impressive, with the forest forming the whole back scene. The Dadford Road approach has now been greatly improved by the commendable avenue planting undertaken by Silverstone Circuit\(^7\) and the immediate village entry at Olney is pleasing, with the prospect of the central open area. The approach from the Oxford road is dramatic as the forest opens up to reveal the village perimeter. The subsequent plunge into the ‘tunnel’ of the West End sunken lane is superb\(^8\). The approach from the east, however, is particularly anticlimactic. With the construction of the new combined school there is, possibly, the opportunity to create a new village sub centre at the Northern end of the village. It would be appropriate for the new school in a ‘woodland’ village to have a (new) woodland setting; substantial new woodland planting either side of the Towcester Road could create an attractive village gateway.

Boundary Treatment
The precise nature of plot boundary definition, whether hedged, walled, fenced or ‘open’ etc, can have a profound impact on the character of the public realm. Some of our most attractive places are defined simply by high quality perimeter buildings. The following guidelines apply to plot boundaries:
• Walls should match the wall material of their associated dwelling. They should have a robust capping (weather protection) detail, where possible emulating local historical examples. A flowing wall alignment, rather than angular geometry will correspond closer with the village vernacular.

\(^6\) Homes where the dwelling creates more energy than is consumed by habitation
\(^7\) Virtually replicating with fine avenue tree planting and a wide generous footway, albeit on a more southerly alignment, the former avenue to Stowe
\(^8\) And elegantly produces the requisite traffic calming
• In street scenes a proliferation of miscellaneous treatments should be avoided; these create a visual discord. A consistent hedge species (laurel, yew, privet etc), front fence detail or wall material will produce a more harmonious and pleasing street scene.

The 1970s fashion for ‘open plan’ frontages (coupled with reservations for ‘highway widening’ which never happened) can now be revisited. There are areas of the village where the introduction of front boundary hedges could add a welcome ‘softening’ of the street scene.

Close boarded fencing rarely, if ever, contributes to an uplifting environment. Wherever this is needed for privacy purposes fronting the public realm it should be softened by hedge and shrub planting on the public elevation.

**Silverstone Recreational Association Building (SRA)**
This community facility has been the focus for innumerable and successful community and sporting events for some four decades. However, the 1970s construction is in urgent need of renewal. A first start in this process would be the production of a Planning, Design and Accommodation Brief for a renewed facility more in keeping with the aspirations of our times. This is currently being pursued by the SRA committee, the PC and the organisations which currently use the facility.

**Former Council Housing Estates**
There are three such areas developed from the 1930s to the immediate post war period. They were laid out in the ‘Garden City’ manner, usually with generous gardens, front and rear. The homes are built in a local interpretation of the ‘Arts and Crafts’ style. At this now distant period little thought was given to the need for parking spaces for motor cars and, gradually, the former front gardens are now being depleted, thus undermining the former soft appearance these areas once had. This effect could be ameliorated by an organised programme of garden tree planting in front of the houses.

**‘Wirescape’**
The village is particularly blighted by overhead wires and their attendant infrastructure. The paraphernalia of telecoms and electricity supply so vital to modern village life are, nevertheless, still represented with 1930s technology and even listed buildings in the village are not exempt from its malign influence. The PC wishes to see contemporary technology applied to this situation so that the environment of the village can be greatly improved as time progresses. The top priority is to clear the Conservation Area of such
clutter and thereafter to declutter the whole village. A variety of funding for this programme is envisaged: grant aid, receipts from planning gain, BT, National Grid etc.

Village Verges
Generous, green verges often distinguish a village environment from that of suburbia. In the latter areas well-meaning but over-zealous highway engineering geometry can readily lead to a bland uniformity. Many of the verges in the village result from ad hoc, historic decisions. The best examples are wide, rounded in cross section and are continuous with limited vehicular crossings. With varied ground levels in the village many verges have most attractive banked profiles. Some may be graced with tree and hedge planting, all of which make for that special rustic quality and softness which we all recognise as the typical English village scene. Strenuous efforts must be made to protect and preserve village verges from ‘suburbanisation’ involving decimation by frequent crossing points, insensitive concrete kerbing, crass retaining structures and the like. Moreover, where new development is contemplated designs should seek to emulate and continue the tradition of the historic verges of the village.

Areas for Environmental Improvement
Many such opportunities for environmental enhancement exist in the village and these will be identified and actively pursued by the Parish Council in conjunction with the District and County Councils, Statutory Undertakers, the Gardening Club, landowners and developers.

Miscellaneous
There are many incidental places and spaces in and around the village where simple environmental improvements can be introduced with little effort. There is huge scope for new tree and woodland planting in and around this woodland village.

4.10 Traffic, Calming and Place-Making
The presence of the world famous Silverstone Circuit partly within the parish is a source of pride and offers a certain cachet to the village. The primary spin-off for villagers is employment opportunity, either existing or promised, which the Circuit and the adjacent Silverstone Park offers. There are other significant benefits, however, which the Circuit offers to local people in the form of leisure and fitness based pursuits. Consequently, the recent Master Plan for the Circuit and surrounding land was endorsed by the Parish Council but a revised outline planning brief is in preparation by MEPC since it acquired the lease on the surrounding land.

Conversely, there are recognized disadvantages.
These include noise and excessive through traffic generation, together with relentless pressure for large scale residential development. Furthermore, the substantial growth of secondary motor-based businesses and a very varied circuit activity calendar have greatly increased Circuit generated traffic and this will only increase markedly with time, particularly as commercial development on Silverstone Park is expanded.

The construction of the A43 dual carriageway bypass has clearly had a significant, beneficial effect on reducing traffic flows along the Brackley Road. However, neither of the two Silverstone A43 junctions have slip roads both on and off in all directions and this factor introduces significant through traffic into the village. Traffic moving to the Circuit from surrounding villages West of the A43 introduces a further unwelcome component of through traffic. Furthermore, pedestrian and cycle movement between the village and the Circuit/Dadford Road is an unpleasant experience as a result of insensitive junction design which gives motorists absolute priority over cyclists and pedestrians. This means that pedestrians and cyclists must cross the slip roads, which are very busy during large events, with no crossings provided. For safety reasons, some form of traffic control is required on both slip roads on the north side of the Dadford road junction.

The historic engineering response to problems such as these has been the erection of multiple signage, the introduction of speed limits and the construction of specialist crossings and very crude ‘speed bumps’. A more environmentally friendly approach to traffic calming has its roots in continental practice, particularly in Holland, Germany and Scandinavia. The historic approach has led to the littering of our settlements with signs, unsightly painted road markings in villages and a whole array of road-based paraphernalia which hugely detracts from our otherwise pleasant village spaces. Much of this visual clutter has been found in studies to be worthless in practice. The new approach9 (‘Shared Space’) takes overall environmental enhancement and aesthetic considerations as its starting points; it addresses the needs of pedestrians and residents as well as traffic safety. Its leading proponent in the UK is the practice Hamilton-Baillie Associates10 which acts for a wide number of local authorities. The aim of ‘Shared Space’ is to modify driver behaviour by creative urban design in order to create safe, attractive and calm places within our settlements. The principles have been adopted particularly well by Dorset, Cheshire and Oxfordshire County Councils and many other local authorities (albeit not Northamptonshire). Some examples of the transformative potential of Shared Space appear in Appendix note 10. The approach is highly appropriate to Silverstone village, given its unique combination of medieval heritage and 21st Century dominance in motorsport, and the Parish Council considers that its status as an international focus makes it an ideal platform to roll out the enlightened approach across Northamptonshire.

One example is the Towcester/Brackley Road. When this was the A43 trunk road it was engineered specifically for the purpose of encouraging traffic flow. But now its function should simply revert to that of the village street, uniting not dividing the housing areas either side (which it currently does). Nevertheless, it still has all the physical trappings of its former trunk road status.11 Accordingly, it is difficult to calm traffic behaviour by signage alone. A good start, on the way to transforming Brackley/Towcester Road back into the village street would be the introduction of framework tree planting; for instance planting trees of a similar species in the verges and private garden boundaries to create an avenue effect. An anti-intuitive measure, such as removing central white lines, would actually slow traffic speeds. Over time, as the highway and its kerbs need renewal, the footways could be widened at the expense of shrinking the carriageway.12 Another enhancement to strive for along this street is the creation of a segregated cycle/pedestrian route along the wide verge along the whole length of the Western side; this would logically link both the Circuit and the new combined school site with existing and proposed housing in the village. Avenue trees could separate this route from the carriageway and create a harmonious, safe and attractive village scene.

4.11 Walking and Cycling

Walking or cycling to a nearby workplace can contribute to a sustainable environment whilst both activities are an increasing component of contemporary lifestyles. The village nestles within a most attractive rural landscape rich in historic byways and landscapes, which offer numerous potential circuits for leisure and fitness purposes. It is appropriate that a dedicated cycle path system should be created in future within the village between main educational, social and employment generators. The key priority is

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9 Termed ‘Woonerf’ in Dutch and ‘Shared Space’ in the UK
10 Hamilton-baillie.co.uk; this site contains a large number of illustrations of Shared Space in practice in the UK
11 A 10m wide carriageway, central white lines, signpost clutter, large street lighting, central refuges, ‘keep left’ signs etc.
12 This approach has proved very successful in the village of Aynho
a dedicated link to the new school and the Circuit\textsuperscript{13} including the educational and commercial establishments which is clear of main traffic hotspots such as the A43 junction. In some cases there may be opportunities to enhance other routes and rights of way from the village into the countryside and these will be pursued by the Parish Council.\textsuperscript{14}

4.12 Planning Gain
Planning Gain has been an integral part of the planning system for many years and the legislation has recently been revised. Emphasis is now placed on an appropriate proportion of [PG] proceeds being deployed within the immediate community where the donor development is located and where the development impacts are greatest. Silverstone Parish is special in that it has within its boundary the Circuit which is a major economic engine for the district and region. However, the disadvantages of expansion around the Circuit and the related housing pressures on the village are recognised. In this context, it is therefore wholly appropriate that Silverstone village is allocated at least its fair share of receipts from [PG] and business tax receipts from development in the environs of the village in addition to contributions through New Homes Bonus and CIL. The Parish Council will rigorously pursue a policy of maximising such receipts in order to fund the many village enhancements which are required to mitigate the negative impacts of large scale development in the Parish and the negative effects of past planning policy.

4.13 Affordable housing
Like most villages in South Northamptonshire there is a shortage of available affordable and social housing in Silverstone. In particular younger people who come from the village or who have close ties with it cannot find housing they can afford.

The parish council and district councillor have worked hard to ensure that new developments help provide such housing with a priority for those from or associated with Silverstone and have achieved some success in this respect. The recent developments on Towcester Road at the time covered the known requirements for social/affordable housing related to Silverstone. However there is always demand for more.

Looking to the future, the Catch Yard development, which has started in 2015, will provide significantly more social and affordable homes due to the outcome of the appeal, but the number will be fewer than was agreed prior to consent for the development being granted.

The provision of such housing in Silverstone should be regarded as not only suitable for those with family ties to the village, who should be prioritised, but also for those on low incomes working on the business areas of the village, in particular Silverstone Circuit and Silverstone Park. The current jobs and those in the future will create a need for local housing. The masterplans for both Brackley and Towcester take this into account, and are designed to take care of the needs of those working at Silverstone. This is not only to relieve pressure on the village of Silverstone and ensure it remains a rural village but also for sustainability reasons as both market towns can provide levels of healthcare, education and amenities that are not available in Silverstone. However those on lower incomes, many of whom are likely to be young and single, and who may lack their own transport would benefit from suitable housing in walking/cycling distance from their work place.

Affordable Housing Guidelines
The following guidelines should be observed for future affordable housing;

a. Developers should submit high quality schemes in terms of layout, size and sustainability
b. There should be no noticeable difference in market housing and affordable housing external appearance and where possible the affordable housing should be integrated with other housing.

4.14 Economy and economic guidelines

Historically Silverstone’s economy relied on the land and in particular the timber industry. There are no longer any woodyards in Silverstone village, the last one – Linnell Bros - having moved from the High Street to Silverstone Fields Farm in 2006, when the site was redeveloped with housing.

Farming, which was the other main industry, still goes on around Silverstone with arable, sheep and beef cattle mainly. However several of the farms have diversified by building commercial units predominately in the former farm yards. These units have proved very successful and a number of diverse activities take place on them.

The main industry today however is related to Silverstone Circuit with the circuit itself providing full and part time employment. The surrounding land is also owned by the British Racing Drivers’ Club but has

\textsuperscript{13} Which has a cycleable route along the complete frontage of Silverstone Park and the Circuit
\textsuperscript{14} In conjunction with landowners and countryside agencies
been leased to MEPC for 999 years. MEPC has taken over the management of the existing units on the site and in the process of developing more. The focus of this development is motorsport-related engineering and related activities including educational.

Silverstone residents’ employment varies greatly. Some work at Silverstone Circuit, Park or with the employers in the parish while a significant number work or run businesses from their homes. Silverstone’s location midway between the M1 and M40 and proximity to Milton Keynes, Northampton and Banbury also makes it popular for commuters and others.

**Economic Guidelines**

a. Any larger scale development should take place in the designated area of Silverstone Park. Smaller development should be within existing business areas. The location of any new development should ensure that more traffic does not go through the village and is taken directly off the A43.

b. Businesses established in the village should be ‘good neighbours’ – not adversely affecting the community with unreasonable working hours, pollution of any kind, or generating unreasonable volumes or types of traffic and noise.

c. Should new commercial development take place, the buildings should be of high quality, sympathetic with local building styles, of low visual impact and sites should be enhanced by planting of native trees, hedgerows and shrubs.

d. The introduction of high speed broadband should be fully implemented as soon as possible to help all businesses within the parish.

e. New buildings should include measures to preclude/mitigate noise from the circuit.
Overall Aims of Parish Plan

The aims of the Parish Plan are -

1. To provide guidance to planners,
2. To strive for the provision of sustainable and practical transport,
3. To address traffic issues,
4. To address the needs of targeted groups within the village,
5. To identify infrastructure needs and services,
6. To ensure future development is controlled,
7. To preserve and promote the local environment,
8. To improve and extend the village amenities,
9. To enhance relationships and opportunities with Silverstone Circuit and Park

1 - Providing guidance to planners

Housing in the parish has long been a contentious issue with many residents expressing a view that Silverstone has taken more than its fair share of new development. The decision by the Secretary of State to allow a further 220 dwellings has significantly changed the hopes that Silverstone would see a period of restraint in this respect. The parish questionnaire planning section makes the consensus of opinion clear, the detail being reproduced below. The local plan aims that the village confines are kept very tight as it is felt that Silverstone has endured sufficient development for some years and now needs a time to consolidate its new size. For this reason this plan does not include any recommendations for development beyond some minor infill.

In the parish questionnaire parishioners were asked –

If additional housing is allowed in Silverstone, how many dwellings should it be?

The majority of residents wished to see infill only if housing were to be permitted (53.6% of households, N:294). The least popular type of development was those over 30 dwellings, with 39.2% of respondents saying no to this (N:215).

If housing is permitted, what form should it take?

Starter homes were the most popular choice for future housing (52.5% of households, N=288), followed by homes for local people (52.2%, N=286). The majority indicated no preference in terms of larger family homes, low-cost social housing and sheltered/retirement housing.

If there were to be any new housing in the parish, which of the following would you be most concerned about?

Issues of greatest concern were: greater number of parked cars (77.9%, N:427); increased traffic (77.6%, N:425); impact on the environment (70.6%, N:387); impact on the school intake (67.0%, N:367); and impact on parish character (65.0%, N:356).

Architecture?

The majority of respondents felt that architectural style was critical to new developments (77.4%, N:424) and an equal number felt that it should resemble existing architectural style in the village (77.4%, N:424). Modern architecture was not a popular choice, with 71.0% (N:389) saying it would not be a good contrast.

2 - Striving for the provision of sustainable and practical transport?

The parish questionnaire responses confirmed that the majority of people use a car as their means of transport. Road access is good from the A43, and other directions are serviced by minor roads. The quality of the road surfaces has suffered from lack of maintenance over the past few years.

Public transport exists in the form of a rural bus service though many comments have been made that the bus service does not cover the times when those needing it for work in Towcester or Northampton. Contributions from the Catch Yard developer has been allocated to making improvements in the public transport area and the proposals are awaited.

THIS DOCUMENT WILL BE REVISED EVERY FIVE YEARS TO ASSIMILATE THE PREVAILING LEGAL, ECONOMIC AND SOCIAL CONTEXT
Silverstone Village
Confines (as at September 2016)
Aims and Objectives of the Parish Plan

1.1 To preserve and promote the local environment

<table>
<thead>
<tr>
<th>Objective</th>
<th>Planned Actions</th>
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</table>
| To ensure that the Silverstone Village Design Statement and Parish Plan is strictly followed and maintained as a functioning document and to work with South Northants Council to ensure that all desirable aspects of the local environment are preserved and promoted, and that residents’ views are taken into account according to the principles of Localism. | • Active use of the Silverstone Village Design Statement and Parish Plan  
• Engagement with residents, employers and landowners.  
• Close monitoring of planning applications  
• Work with organisations relevant to environmental matters |

1.2 To ensure future development in Silverstone is controlled

<table>
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</table>
| To work with South Northants Council to ensure that future development in Silverstone is strictly controlled according to the Silverstone Village Design Statement and Parish Plan, which must be strictly followed and maintained as a functioning document, and that residents’ views are taken into account according to the principles of Localism. | • Active use of the Silverstone Village Design Statement and Parish Plan  
• Engagement with residents, employers and landowners  
• Adopt a proactive approach to developers, landowners and agents to ensure that the principles of the Silverstone Village Design Statement and Parish Plan are followed  
• Work closely with South Northants Council Planning Department |
### 1.3 To improve and extend the village amenities and facilities to meet village needs

<table>
<thead>
<tr>
<th><strong>Objective</strong></th>
<th><strong>Planned Actions</strong></th>
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<tbody>
<tr>
<td>To ensure that Silverstone has the best possible amenities and facilities that meet the needs and aspirations of residents, groups, visitors and those working in the village.</td>
<td>To audit current and future requirements of established groups and residents within the village. To identify priorities for support, ensuring that all sectors of the village are catered for and to identify possible funding streams to meet the needs. To maintain a register of active groups relevant to the village. To encourage and facilitate the provision of maintenance and enhancement of amenities and facilities that are recognised as being of benefit to the village and its inhabitants.</td>
</tr>
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### 1.4 To identify infrastructure needs and services

<table>
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<th><strong>Objective</strong></th>
<th><strong>Planned Actions</strong></th>
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| - Improve safer pedestrian & cycle routes within the village.  
- To improve & maintain street furniture within the village & remove unnecessary signage.  
- Ensure adequate foul and clean water drainage is provided throughout the village.  
- Ensure the provision of high speed broadband throughout the village.  
- Encourage mobile phone providers to ensure sufficient signal strength to cover the entire village.  
- Ensure that public footpaths and bridleways throughout the village are properly maintained.  
- Ensure sufficient signage and notice boards.  
- Ensure adequate parking facilities for residents and visitors to the local amenities. | To work with South Northants Council, Northamptonshire County Council, other statutory providers and commercial undertakings to ensure that the infrastructure within Silverstone adequately meets the needs of the community. |
1.5 The provision of sustainable and practical public transport

<table>
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<tbody>
<tr>
<td>• To explore public transport options for village residents, businesses and educational establishments</td>
<td>• To survey all residents to establish needs.</td>
</tr>
<tr>
<td>• To ensure that public transport links to other amenities, e.g. Hospitals, National Bus and Railway links</td>
<td>• To work with NCC and bus operators to ensure that bus services link to transport hubs, surgeries and hospitals</td>
</tr>
<tr>
<td>• To encourage the provision of public transport during major events</td>
<td>• To ensure that public transport also serves the circuit and Silverstone Park.</td>
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<td></td>
<td>• To encourage educational establishments and companies to work together in the provision of transport for students and employees.</td>
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1.6 To address traffic issues

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<tbody>
<tr>
<td>• To ensure regular speed checks take place at key points in the village.</td>
<td>• To maintain the Speedwatch initiative and liaise with police to ensure regular speed monitoring.</td>
</tr>
<tr>
<td>• To pursue the implementation of 20mph speed limits in appropriate places in Silverstone.</td>
<td>• Ongoing work with new school &amp; future developers, landowners and local authorities.</td>
</tr>
<tr>
<td>• To ensure adults and children have safe walking/cycling routes.</td>
<td>• Work with MEPC, Circuit and planning authorities to enable this.</td>
</tr>
<tr>
<td>• To ensure improved access to Silverstone Park &amp; Circuit is provided in future development.</td>
<td>• Lobby developers and work with SNC to achieve this.</td>
</tr>
<tr>
<td>• To ensure sufficient on-site parking is provided on future developments to alleviate parking problems</td>
<td></td>
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</tbody>
</table>
1.7 To foster relationships and opportunities with Silverstone circuit and Silverstone Park and engage in mutually beneficial opportunities with business, educational establishments and groups based in, or in close proximity to, Silverstone.

<table>
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<tr>
<td>• Set up procedures and protocols to ensure meaningful flows of information between local businesses, educational establishments and relevant groups.</td>
<td>• To work with MEPC and Silverstone Circuit to identify and work on mutually beneficial activities and amenities.</td>
</tr>
<tr>
<td>• To take part in regular meetings with the management of Silverstone Circuit and Silverstone Park.</td>
<td>• To circulate the News &amp; Views village newsletter to local businesses.</td>
</tr>
<tr>
<td>• To hold regular meetings with local businesses, educational establishments and relevant groups.</td>
<td>• To consider organising events in Silverstone to involve local businesses, educational establishments and relevant groups.</td>
</tr>
</tbody>
</table>
SILVERSTONE’S PP/VDS GROUP

This PP/VDS was prepared by a sub-committee of Silverstone Parish Council supplemented by co-opted members of the village. Members of the sub-committee were:

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James Laband
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Darren Mills

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Photo credits: Robert Brightman, Dermot Bambridge, John Rudland

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