

Bramshott and Liphook

Design guidance and codes

Final Report

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Quality information

Prepared by	Check by	Approved by
Daniel Mather	Ben Castell	Ben Castell
Graduate Urban Designer	Director	Director
Jasper den Boeft		
Associate Director		

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Introduction

01

1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to the Bramshott and Liphook Parish.

1.1 About this report

Bramshott and Liphook Parish has established a Neighbourhood Plan Steering Group (NPSG) in order to shape and influence development within their area. The NPSG are currently in the process of preparing their Draft Neighbourhood Plan. Locality is the national membership network for community organisations that brings local people together to produce Neighbourhood Plans. Through Locality's Government-funded support programme, AECOM have been appointed to prepare this Design Code document, which will form part of the evidence base for their Neighbourhood Plan on behalf of Bramshott and Liphook Parish. This report is used to deliver policies in the Bramshott and Liphook Neighbourhood Plan, in particular BL3.

1.2 Aims and objectives

The purpose of this document is to provide an appreciation and the Parish's existing character, in order to create a set of design codes which will apply to any future housing development in the area. This will help to ensure that as any new development comes forward, it responds to its context and supports and enhances the quality of the Parish's existing character.



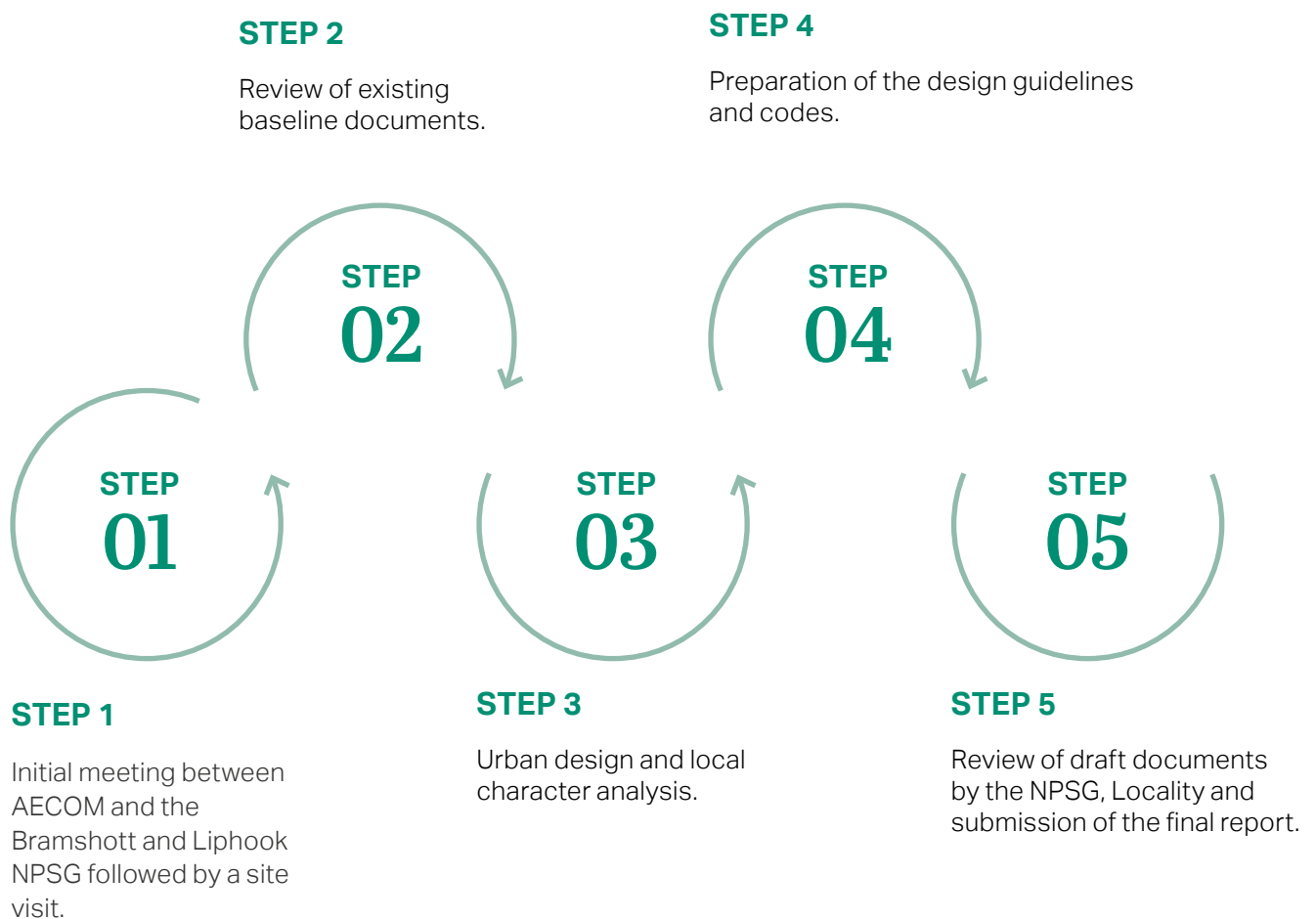
Figure 01: Example of restaurant and takeaway uses in the town centre

Figure 02: Historic railway bridge at the station

Figure 03: St Mary's Church in Bramshott

1.3 Process

The following steps were agreed with the Group to produce this report:



1.4 Area of study

Bramshott and Liphook is a Civil Parish located in East Hampshire, approximately 20 miles north of Chichester and just under 50 miles southeast of London. The Parish is split into two separate settlements. Firstly, there is Liphook which is a large village with an array of amenities. As well as this there is Bramshott which is another village which is much smaller in comparison and has far more of a rural feel to it.

Bramshott and Liphook are bisected by the A3, which cuts the Parish in two. This route provides connectivity to both Guildford to the north and Portsmouth to the south. Other important local roads include Portsmouth Road, Longmoor Road, Headley Road, London Road and Haslemere Road which link the Parish up with other nearby settlements.

In terms of public transport, Liphook in particular has an array of options. The railway station provides routes towards both Portsmouth and London Waterloo, making it possible for people to live in the area and commute into the city. Furthermore, there are 3 different bus services (the 13, 737 and 250 stagecoach routes) which run around Liphook but do not currently serve Bramshott very well. Overall the area is good for trains but poor for buses. This as well as the lack of safe cycle routes in the area creates a dependency on the car especially for those that live in Bramshott.

Throughout history Bramshott and Liphook has been a settlement where people of significance have traveled through and stayed the night in places such as The Royal Anchor Coaching Inn.

Carriages carrying royalty passed through the village and the occupants would often stay overnight at the Royal Anchor Hotel. As well as this, it is believed that Liphook was where Vice-Admiral Nelson spent his last night before sailing for the Battle of Trafalgar.

There are a range of amenities within the Parish including two state schools, two private schools, a cricket club, two golf courses, a community centre, retail outlets, restaurants, supermarkets, a petrol station and the Hollycombe Steam Collection.



Figure 04: Liphook town centre street scene.

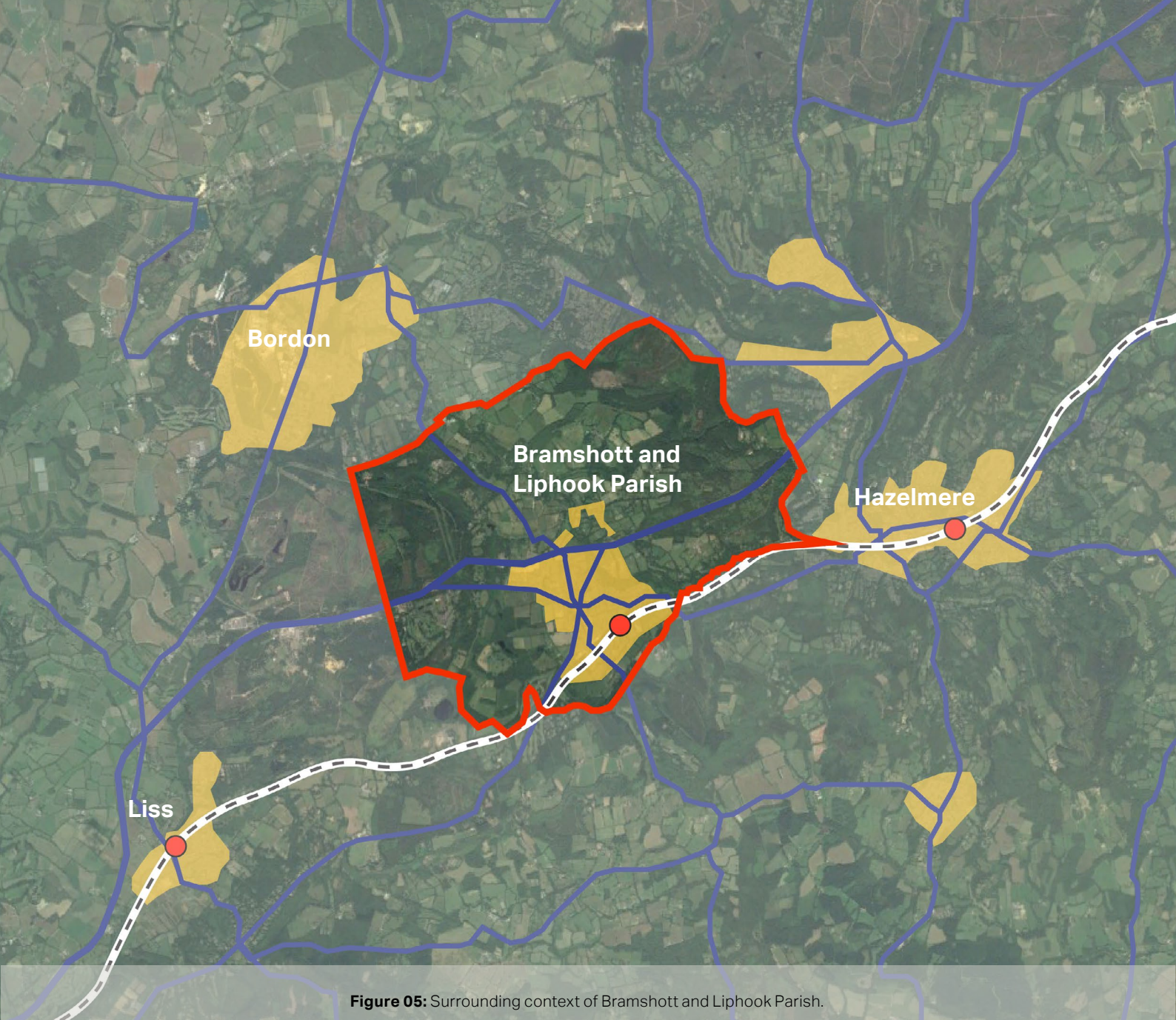


Figure 05: Surrounding context of Bramshott and Liphook Parish.

KEY

-  Boundary
-  Main Roads
-  National Railway
-  Railway Station



Figure 06: Typical shop in the village centre.



Figure 07: Residential scene in the Parish.



Figure 08: Listed building located in Southeast Liphook.



Policy and evidence-based
review

02

2. Policy Context

2.1 Introduction

The following documents have informed this report. These guidelines have been produced at national and local level.

Any new development application should be familiar with these documents and make explicit reference to how each of them is taken into account in the design proposals.

2021 - National Planning Policy Framework

Department for Levelling Up, Housing and Communities (DLUHC)

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that:

"the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve and outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

2021 - National Model Design Code DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide.

2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed developments, but can also provide useful prompts and questions for planning applicants.

2021 - National Design Guide DLUHC

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The 10 characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the NPPF's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

Local planning policy context

Local planning policy provides guidance that is tailored to the local context, where the development is located, which is supported by analysis taken directly from the area. Therefore, it is vital local policy is considered when proposing development within Bramshott and Liphook Parish.

2016 - East Hampshire Local Plan - Joint Core Strategy

East Hampshire District Council (EHDC)

The Joint Core Strategy (JCS) was adopted by EHDC on 8 May 2014 and by the South Downs National Park (SNDP) Authority on 26 June 2014. It provides a broad strategic framework for growth across the district however much of the detail is to be decided at the local level, through Neighbourhood Development Plans. It is important to note that there is a new emerging Local Plan which will replace this when it is fully adopted.

2019 - Distinctively Local

Andrew Beharrell, Andrew Matthews, Stephen Proctor, Simon Toplis, Simon Bayliss, Ben Williamson

The report is a positive response to housing minister Kit Malthouse's challenge to architects to help Britain achieve the Government's

ambitious housing targets by "building the homes the next generation deserves". In the report the essential themes to achieving this are:

- Creating places which respond to their context;
- Designing people-friendly streets and open spaces;
- Crafting modern houses which feel like home; and
- Offering choice and diversity.

Building with Nature - Standards Framework

Building with Nature

The UK's first green infrastructure benchmark defines 'what good looks like', with a simple, easy-to-use framework that's free to download.

The 12 Standards are built around the themes of Core, Wellbeing, Water, and Wildlife, helping residential and commercial developers to design and deliver high-quality green infrastructure, and guiding policy makers in clearly defining requirements for green-infrastructure in policy documents.



Neighbourhood Area
context analysis

03

3. Neighbourhood Area Context Analysis

This chapter describes the local context and key characteristics of the Parish related to history, built environment, streetscape, landscape and locally important views.

3.1 Surrounding context

Bramshott and Liphook are two villages surrounded by stunning countryside, with mature woodland and heathland. Furthermore, some of the land within the Parish is under the ownership of the National Trust, thus supporting the idea that it is a valuable landscape.

The two settlements are separated by the A3 which borders the north of Liphook, however this barrier is mitigated by the public footpaths which provide interconnectivity throughout the area.

The Parish is one of historic significance and has over 20 listed buildings of both grade II and grade II*. As well as this, Liphook has a Conservation Area which was originally designated in April 1977 and extended in October 1992. The Conservation Area is centered on the historic core of the medieval settlement. It is at the crossroads of one of the main historic London to Portsmouth connections and other local routes. Historic maps suggest that they survive in the same configuration as they were originally built in the 19th century. The result of this is a distinctive arrangement of streets sprawling out from the Square, which the boundary of the Conservation Area follows.



Figure 09: Park in Liphook.

Figure 10: Historic pub in Liphook.

Figure 11: Traditional building which has had a change in use.

Given the age of Bramshott and Liphook, it is not surprising that it has a rich and quirky history. Bramshott was originally a Manor House dating back to the 13th century and the other listed houses in the village were houses of the people who worked on the manor house. Over time the area grew at the same time as Liphook as it became a major stopping point because of its facilities.

Bramshott and Liphook takes great pride in its historic assets and continue to celebrate events that became a tradition many years ago. The village carnival, which takes place in October each year, started life as an 'Old Boys' Bonfire Club', which celebrated the anniversary of the Gunpowder Plot. In the beginning it was simply a bonfire made from wood cut and collected by 'the boys' of the community, but it evolved into pranks being played upon other residents and gradually the Carnival came into being.

The many listed buildings scattered throughout the parish show that the historic character has transcended across into the built form of Bramshott and Liphook. Two of these characteristics include stone walling and hung tiles, examples of both are shown in the figures opposite. As well as this, the public has access to the LMC Heritage Centre which is a great archive and has a wealth of interesting content on the history of the Parish.



Figure 12: St Mary's Church in Bramshott with stone walling.



Figure 13: Property in Bramshott which has typical hung tiles on the building facade.

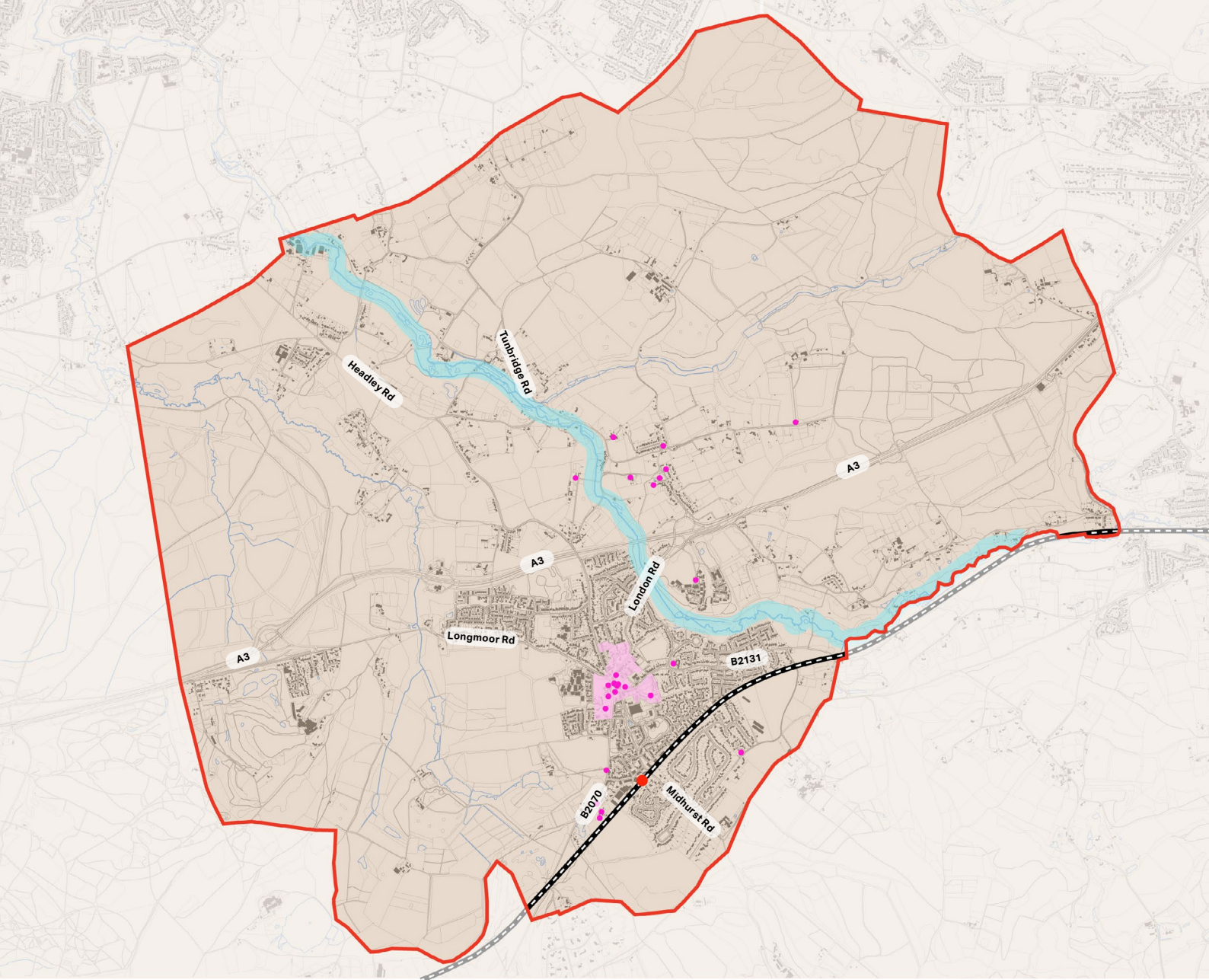


Figure 14: Surrounding context and historic assets of Bramshott and Liphook Parish.

KEY

- | | | | |
|---|------------------|---|-----------------------------|
|  | Boundary |  | Conservation Area |
|  | National Railway |  | Grade II Listed Building |
|  | Railway Station |  | River Wey Conservation Area |



Figure 15: St Mary's Church.



Figure 16: The gatehouse at Bramshott Place in Liphook.



Figure 17: Listed building located in Southeast Liphook.

3.2 Movement networks

Bramshott and Liphook are just off the A3 between London and Portsmouth Trunk Road. Other than this there are 5 busy highways which all meet at The Square (Longmoor Road, Headley Road, London Road, Haslemere Road and the B2070). Secondary roads are uncommon but where they are in place, they are used to connect the 5 primary roads. Residential roads are typically defined by a cul-de-sac typology which is not uncommon for historic British villages. In Liphook, properties are typically having a fair setback from the roads which are often lined with light vegetation and trees, whereas in Bramshott, narrower roads and heavier vegetation creates a much more rural feel.

In terms of public transport, Liphook has a railway station which provides a frequent service taking approximately 1 hour to get into London Waterloo Station. This along with the proximity to the A3 makes the Parish an ideal place to live for a commuter. As well as this, there are 3 different bus services (the 13, 737 and 250 stagecoach routes) which run around Liphook but do not currently serve Bramshott very well.

A network of public footpaths both within Bramshott and Liphook, creates opportunity for better active travel, if enhanced. The public footpaths also allow Bramshott to take advantage of the surrounding countryside and offer local people with an easy way to enjoy local walks in nature.



Figure 18: Liphook Railway Station.



Figure 19: The view from the bridge over the A3.

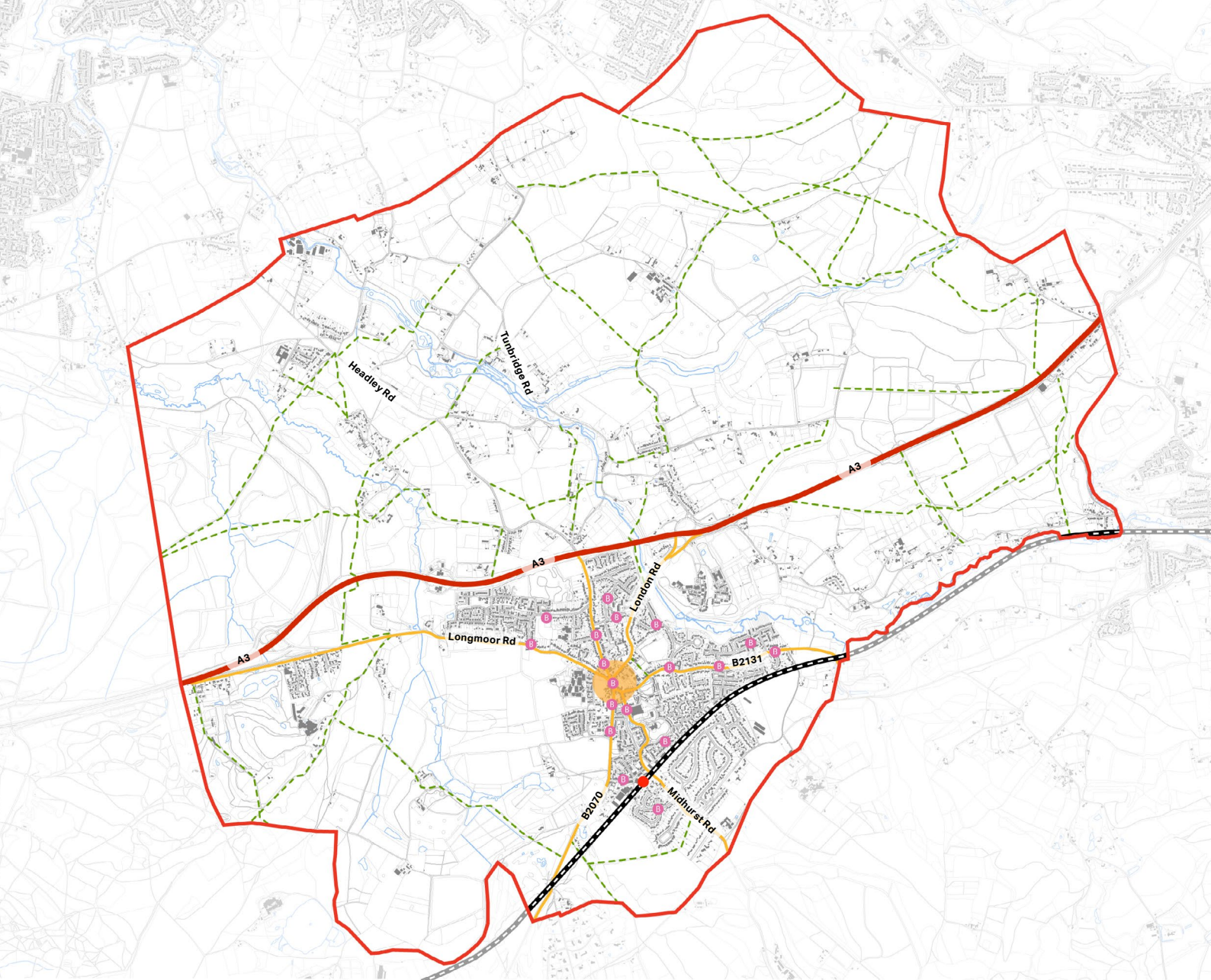


Figure 20: Surrounding context of the Parish, including main roads and the railway line to the south.



KEY

	Boundary		Primary Road		Bus Stop
	National Railway		Secondary Road		
	Railway Station		Town Centre		
			Public Footpath		



Figure 21: Central node within Liphook.



Figure 22: Public footpath connecting the Parish to the countryside.



Figure 23: Typical street scene on one of the main roads in Liphook.

3.3 Landscape and open space

Bramshott and Liphook are surrounded by the stunning countryside of East Hampshire. In the southwest of the Parish there is the edge of the South Downs National Park which is famous for its chalk hills and woodland. The woodland is present throughout the Parish and there are several areas of ancient woodland. Ancient woods are areas of woodland that have persisted for over 400 years, and most have been undisturbed since the last ice-age. They are also great habitats for birds and insects. Deciduous woodland is scattered all over the Parish. They are seasonal ecosystems which are very productive in the summer, however during the winter there is little growth or nutrient recycling.

There are two Sites of Special Scientific Interest (SSSI) within the Parish and these are Woolmer Forrest and Bramshott and Ludshott Commons. An SSSI is a formal conservation designation. Usually, it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie within its boundaries. As well as this there is a Site of Important Nature Conservation and Special Protection Area.



Figure 24: Ancient woodland within the Parish.

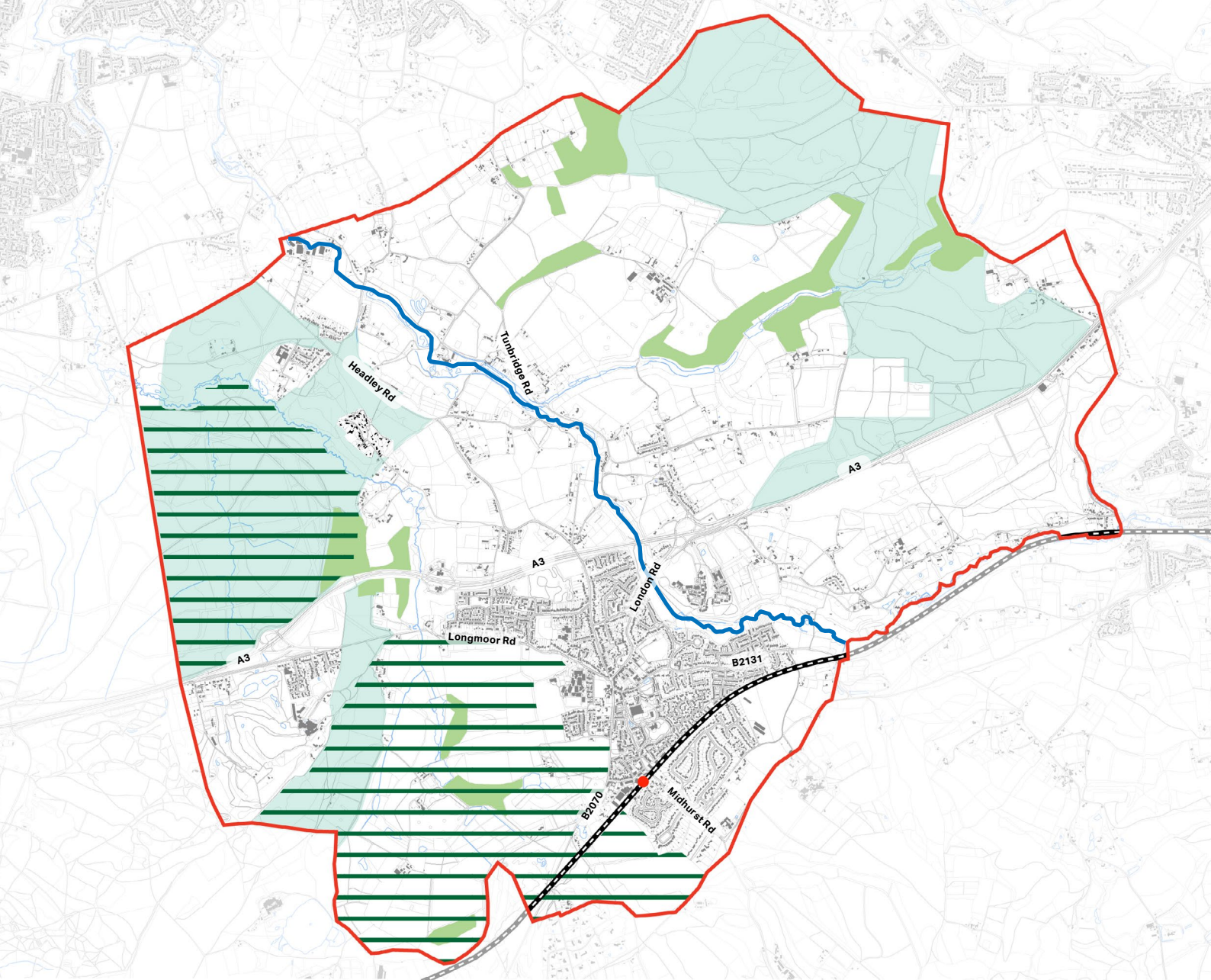


Figure 25: Green infrastructure within Bramshott and Liphook Parish.



KEY

- | | | | |
|---|------------------|---|------------------|
|  | Boundary |  | National Park |
|  | National Railway |  | SSSI |
|  | Railway Station |  | Ancient Woodland |
| | |  | River Wey |



Figure 26: Open fields and farmland example in the Parish.



Figure 27: Ancient woodland with mature trees.



Figure 28: Example showing a typical scene with open fields surrounded by mature woodland.

3.4 Topography and flood risk

Bramshott and Liphook are located in a valley within the rolling hill landscape of East Hampshire. This means that from some parts of the Parish there are stunning countryside views, however it does lead to areas of flood risk.

The River Wey cuts directly through the middle of the Parish and effects both settlements. The area that is at most risk is in Bramshott along Tunbridge Lane where there are properties scattered either side of the road, some of which come very close to the 'high risk' area. The flood risk area follows the River Wey south-eastwards through the east of Liphook which has Radford Park as a buffer to any potential flooding.

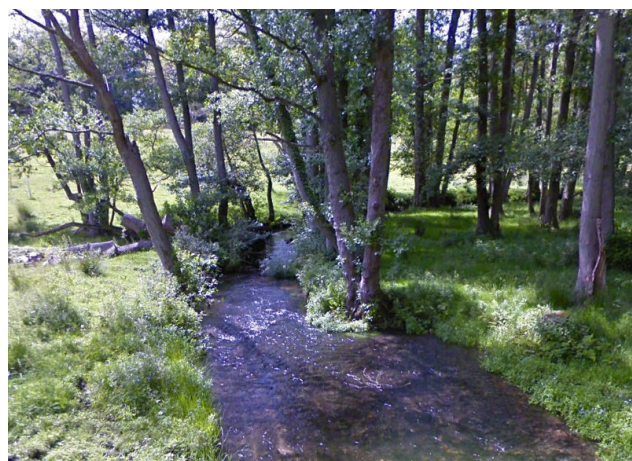
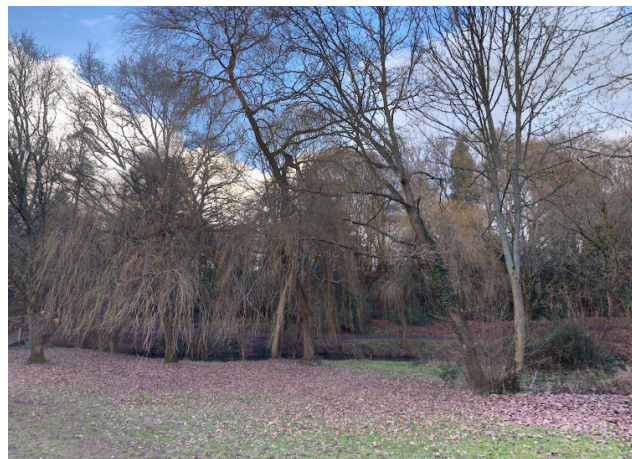


Figure 29: The River Wey from Radford Park.

Figure 30: The River Wey from Tunbridge Lane in Bramshott.

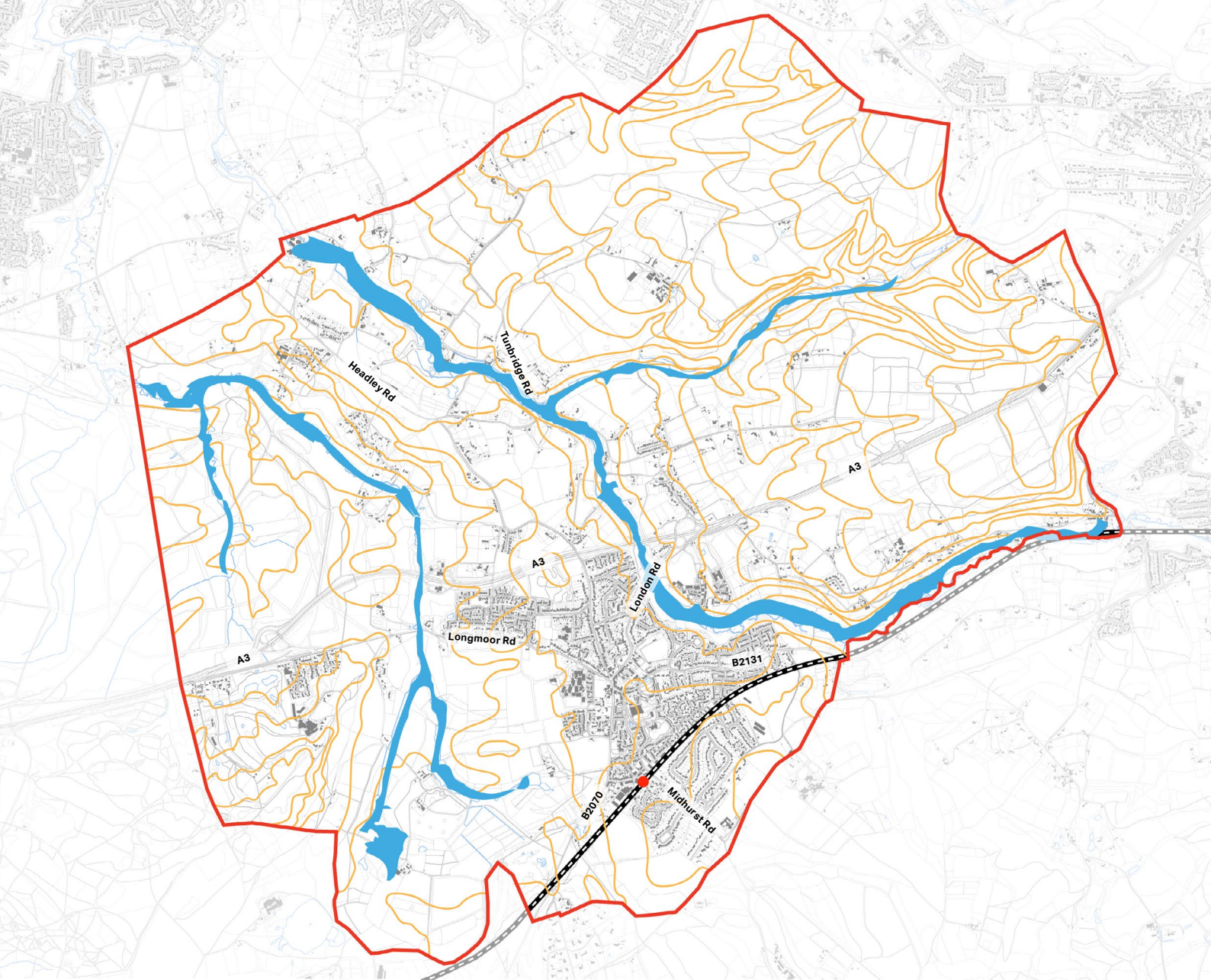


Figure 31: Green infrastructure within Bramshott and Liphook Parish.



KEY

- | | | | |
|---|------------------|---|-----------------|
|  | Boundary |  | Contours |
|  | National Railway |  | Flood risk zone |
|  | Railway Station | | |

3.5 Bramshott and Liphook Character

Following on from the analysis set out above, this part of the report focuses on the characteristics of the Parish. The different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm and streetscape, built form and architectural details.

Land Use	<p>The vast majority of buildings are of a residential use which support the various businesses in the centre of the village. In the village centre there are pubs, shops, restaurants, cafes, a surgery, a supermarket and a cinema. Many of these uses are within the Liphook Conservation Area.</p> <p>The Conservation Area is centred upon the square and the roads that lead onto it. It is believed to have grown out since the 16th century and was originally designated in 1977.</p> <p>Found in the Parish are several public and private schools and a golf course.</p>
Pattern Of Development	<p>The Liphook Conservation Area is in the centre of the village and as well as this, historic maps suggest that the settlement has grown out from here since. There are 6 primary roads which connect to this central node from various places outside the Parish and it is from these 6 roads where residential developments sprawl from.</p> <p>Bramshott is separated from Liphook by the A3 and has much more of a rural feel to it. It is well spaced out by heavy woodland and countryside fields.</p> <p>The area as a whole benefits from the River Wey which cuts through the heart of the Parish.</p>
Building Line/Plot Arrangement	<p>Buildings are of a higher density in the Conservation Area and village centre so typically have a short setback from the pavement. However, some businesses benefit from having a little more space between the front on the street which creates space for the use to spill out onto the leftover space. Plots are orientated so that they face the street which activates the frontages as is expected for an area that mostly contains small businesses.</p> <p>Elsewhere in the Parish the density varies. Most of the more recent development is of a higher density however much of the residential parts of the Parish are low density such as the Chiltley Way estate.</p>

Building Line/Plot Arrangement (continued)	<p>This lower density allows for a more open suburban feel to the streetscape which is often filled with large grass verges and vegetation such as trees. This creates a somewhat rural feel to a village which has a host of great amenities.</p> <p>In Bramshott, buildings line the street in a linear style with fronts facing the road and backs facing the open countryside and woodland.</p>
Boundary Treatment	<p>Typically throughout the Parish, boundaries are defined by vegetation, low walls and fencing. In central parts of the Parish and within the Conservation Area there is no boundary treatment between the building and the pavement, which is suitable for the land uses in that area.</p> <p>Generally the local people of Bramshott and Liphook prefer that houses have vegetation as the boundary and front yards that are not dominated by on-plot parking.</p>
Heights & Roofline	<p>Properties are 1, 2 and 3 storeys in height throughout Bramshott and Liphook.</p>
Materials	<p>Red brick, painted brick, white render, stone, clay pantiles, slate tiles and brown tiles are all common building materials in Bramshott and Liphook. It is important that these materials are respected by future developments while using materials that allow for environmentally friendly passive housing.</p>
Public Realm	<p>The streets are typically lined with pavement on either side which provides safe passage for pedestrians. As well as this there are a couple of public squares in the centre of Liphook (outside The Anchor) that provide a place for people to meet.</p> <p>As well as this there are several parks scattered throughout the Parish. One of which is Radford Park which is a stunning location to enjoy a walk alongside the River Wey.</p> <p>Bramshott does not have pavements, however the grass verges provide pedestrians with relief from any oncoming traffic. People in the Parish also have many public footpaths with direct access to the surrounding countryside of East Hampshire.</p>



Figure 32: The Royal Anchor



Figure 33: Street scene within the Conservation Area in Liphook.



Figure 34: Typical rural street scene in Bramshott.



Figure 35: Open plan suburban road in Liphook.



Opportunities

04

This chapter outlines the opportunity for possible interventions that there are to both respect and improve the Bramshott and Liphook area using photos and diagrams.

4.1 Introduction

This section presents a series of high-level interventions suggested under opportunities section based on the findings from the previous chapter and consultation from the NPSG from Bramshott and Liphook.

4.2 Historic assets

- An opportunity to look after heritage buildings, showing a town full of character and history;
- Create points of interest and spaces to appreciate the local history in front of the listed buildings;
- Display more information about the local history with improved wayfinding in the town;
- Incorporate locally distinctive design features and public art;
- Respecting the historic assets within the Conservation Area and beyond by directing the views and improving the design of outdoor spaces; and
- Preserving and enhancing Bramshott and Liphook historic assets by maximising green infrastructure and planting opportunities along the key routes.



Figure 36: An example of Nelson's statue used in Burnham Market representing the history of the place. Other kind of public art can be used in the Town Centre.



Figure 37: Display information about the local history (Source: <https://www.bing.com/images>).



Figure 38: Street scene within the Conservation Area.

4.3 Access, movement and sustainable transport

- Improvement of materials for the carriageway to signal traffic calming measures from a distance and create the sense of a pedestrian-first environment rather than a strictly vehicular street;
- Discouraging motor vehicle traffic and opening the streets for walking and cycling and play with measures such as modal filters in form of a central median, traffic calming and increased cycle parking areas;
- Traffic calming measures at junctions (public realm/access only junction with signals) to reduce speeds and congestion;
- Improvement of the public realm in the existing pedestrian links that connect the different parts of the village;
- Opportunity to remove car parking on the streets to allow for more pedestrian footfall via the use of parking courts;
- Opportunity for upgrading street furniture and proposal for additional street furniture where possible;
- Create an attractive street network at a human scale, with reduced risk of air and noise pollution and opportunities to connect with nature; and
- Concentrate on well-integrated developments and avoid providing cul-de-sac developments.



Figure 39: Example of a raised pedestrian crossing on a main road, with contrast paving materials and space for low-level planting and with contrasting paving materials.



Figure 40: Access-only street and contrasting materials - Walthamstow Town.

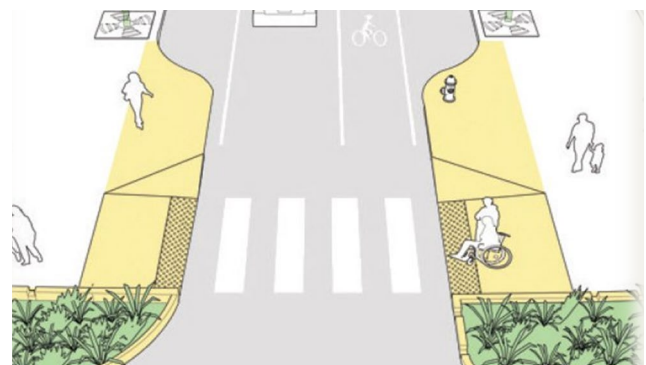


Figure 41: Shorter pedestrian crossings to encourage car to reduce speed (Source: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/gateway/>)



Figure 42: Stamford New Road after reconstruction in Altrincham. The new design re-organised traffic flows by introducing a central median, installing new trees and planters, adding crossings, using high-quality paving materials, and rationalising car parking (Source: <https://www.bing.com/images>).



Figure 43: Paving transitions between main pathway and furniture zones.



Figure 44: Town branded street furniture.

4.4 Public spaces

- Providing an attractive environment at a human scale through use of adequate number of high- quality trees, hanging flowers, green walls, planters and flexible flower boxes and connecting places such as the Bramshott, the River Wey and the Conservation Area.
- Creating more attractive public space within new developments and the village centre to host events such as a market to encourage people to dwell;
- Provision of well-defined public realm with high-quality surface materials, overlooked streets and places with high level of activities and well-designed security features; and
- Create inclusive places for different users such as the elderly, children and disabled people. This can be achieved by prioritising walking and cycling, so that children are safe to travel, independently.



Figure 45: A row of benches with green space in the middle could be proposed for a new development (Source: <https://www.furnitubes.com/projects/streetscene-public-realm-1>).



Figure 46: High-quality boundary treatments, pedestrian/cycling footpaths, screening built environment by different type of greeneries, Cambridge.



Figure 47: Allotment on the High Street in Elmbridge Village, Surrey. An affordable, healthy way of food production (Source: <https://www.bing.com/images/>)



Figure 49: Raised planters with integrated seating.



Figure 48: A car-dominated public realm before (left) and after (right) interventions. Pedestrianising the square, spill-out cafés, welcoming paving materials with green elements encourage people to walk in the public realm, Altrincham. Image source: Retailweek.com

4.5 Green network


- Cycling routes to connect the High Street with surrounding open spaces and areas;
- Where there are existing hedgerows outside of any future development site, the hedgerows should be continued into the new development. This allows for the build up of a healthy green network;
- Where possible, existing habitats must be respected by any future development. Especially surrounding the River Wey and within the Area Of Outstanding Natural Beauty (AONB); and
- Any development should look to provide better footpath connections with the existing footpaths in Bramshott and Liphook. This will encourage active transport and less use of the car for short journeys throughout the Parish.



Figure 50: An example of a SuDS corridor - (Source: <https://hydro-int.com/sites/default/files/hydro-brake-optimum-case-study-elvetham-en-gb.pdf>)



Figure 51: Green alleys in Montreal, source: <https://wwf.ca/biopolis-projects/green-alleys-of-montreal/>



Design guidance and
codes

05

5. Design guidance & codes

This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Parish will be expected to follow.

5.1 Introduction

The following section describes a set of design codes that have been put together based on the existing context of Bramshott and Liphook Parish.

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

The design codes have been split into four categories. The first four sections are relevant to the whole Neighbourhood Plan Area, and after this there will a section that shows how these codes can be used in practice within the context of the different parts of the Parish.

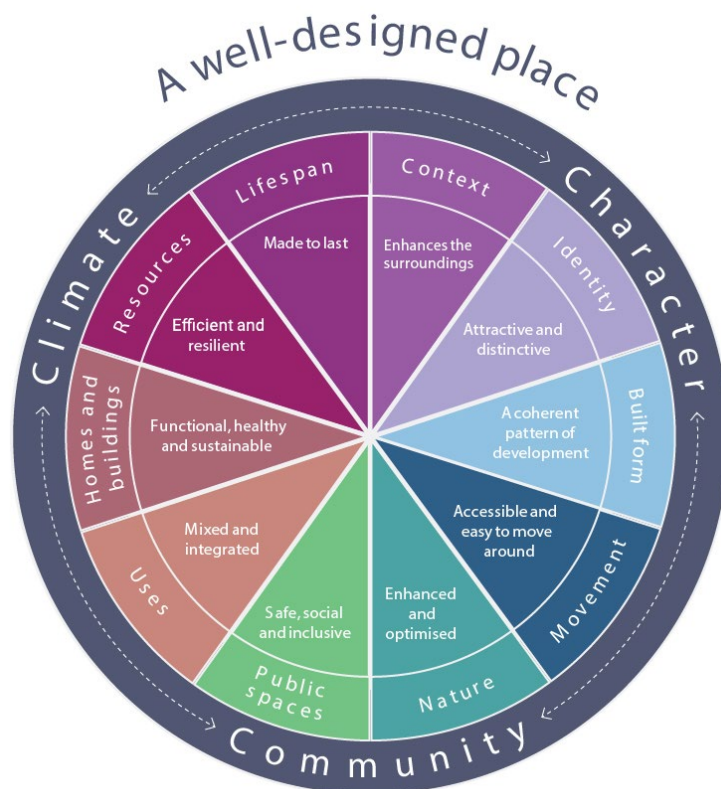


Figure 52: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

5.1.1 The importance of good design

As the NPPF (paragraph 126) notes, “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

Research, such as for the Government’s Commission for Architecture and the Built Environment (now part of the Design Council) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behavior; and
- Reduce pollution.

The Distinctively Local Report displays ways in which housing needs can be met while creating places that embed well with the existing character of an area and feel like home. This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

5.1.2 Placemaking and design codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes and green spaces, and the interfaces between them.

What designers and planners call ‘placemaking’ is about creating the physical conditions that residents and users find

attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important with any proposal that full account is taken of the local context and that the new design embodies the ‘sense of place’.

Reference to context means using what is around, shown in the first three chapters, as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

5.1.3 Structure of the design codes

Based on the understanding gained in the previous chapters, this section will identify design codes for future development to adhere to. As identified in the diagnostic report, the following design codes have been created to apply to the whole Parish.

5.2 General design guidance and codes

Based on the understanding gained in the previous chapters, this section will identify design codes for future development to adhere to. The following design codes have been created to apply to the whole Parish.

After this there is a section that shows two good practice case study masterplans that show how these design codes can be used in reality.

Each of these design codes are linked with policies from the Bramshott and Liphook Neighbourhood Plan (NP). This allows for this report to further support the NP document.

Theme	Code	Title
Settlement Layout (SL)	SL 01	Patterns of development
	SL 02	Layout of buildings
Street, cycling and parking (SP)	SP 01	Active travel
	SP 02	Car parking solutions
	SP 03	Trees and landscaping on streets
	SP 04	Street lighting and dark skies
Built form (BF)	BF 01	Overlook public space
	BF 02	Accessible and attractive footpath network/access to the countryside
	BF 03	Define front and back gardens
	BF 04	Design workspace into new developments
	BF 05	Maintain a consistent building line
	BF 06	Desired height profile
	BF 07	Respect locally important views
	BF 08	Extensions
	BF 09	Infill developments
	BF 10	Design of flats
	BF 11	Architectural details, materials and colour palette
Environmental and Energy Efficiency (EE)	EE 01	Features in dwellings
	EE 02	Sustainable Urban Drainage System
	EE 03	Rainwater harvesting
	EE 04	Permeable pavements
	EE 05	Waste storage and servicing
	EE 06	Wildlife friendly features
	EE 07	Electric vehicle charging points

SL. Settlement layout

Linked NP policies: BL1, BL3

SL 01 PATTERNS OF DEVELOPMENT

The Parish comprises a mix of linear development with more recent cul-de-sac developments. Most of the settlements have originated from village greens which have expanded over time, which is typical for British villages. Any new development should respect the following principles:

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include trees, hedgerows, wooden fences, red brick walls or stone walls that are typical of the Parish to increase the sense of enclosure and linear form;
- Linear pattern settlement almost always orientates inwards towards the main road and turns its back towards the landscape to the rear. Building frontages should reinforce the linearity of the street, where possible;
- Boundary treatments can vary, from low walls to soft landscaped edges on the periphery of the settlement. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside should be avoided. Where the boundary faces the countryside, hedgerows should be used in alignment with the South Downs Local Plan Design Guide; and
- Roads should be planned to be contained within proposed development to prevent urbanising outskirts of settlement. Provision for future connections must be considered.



Figure 53: Diagram showing a linear development pattern in Liphook, including active edges.



Figure 54: Pattern of development and active edges within a newly built estate block in Liphook.

Linked NP policies: BL4, BL3, BL10, BL11

SL 02 LAYOUT OF BUILDINGS

The Parish owes much of its character to its historic evolution of its buildings and settlements. Liphook and Bramshott have a relatively compact settlement pattern and permeable layout. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Development should adopt the enclosure characteristics demonstrated in all of the communities. New development should strive to blend in with the existing settlement morphology

by adopting similar characteristics;

- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be permeable, promoting active travel. At all times, providing plentiful non-vehicular connections;

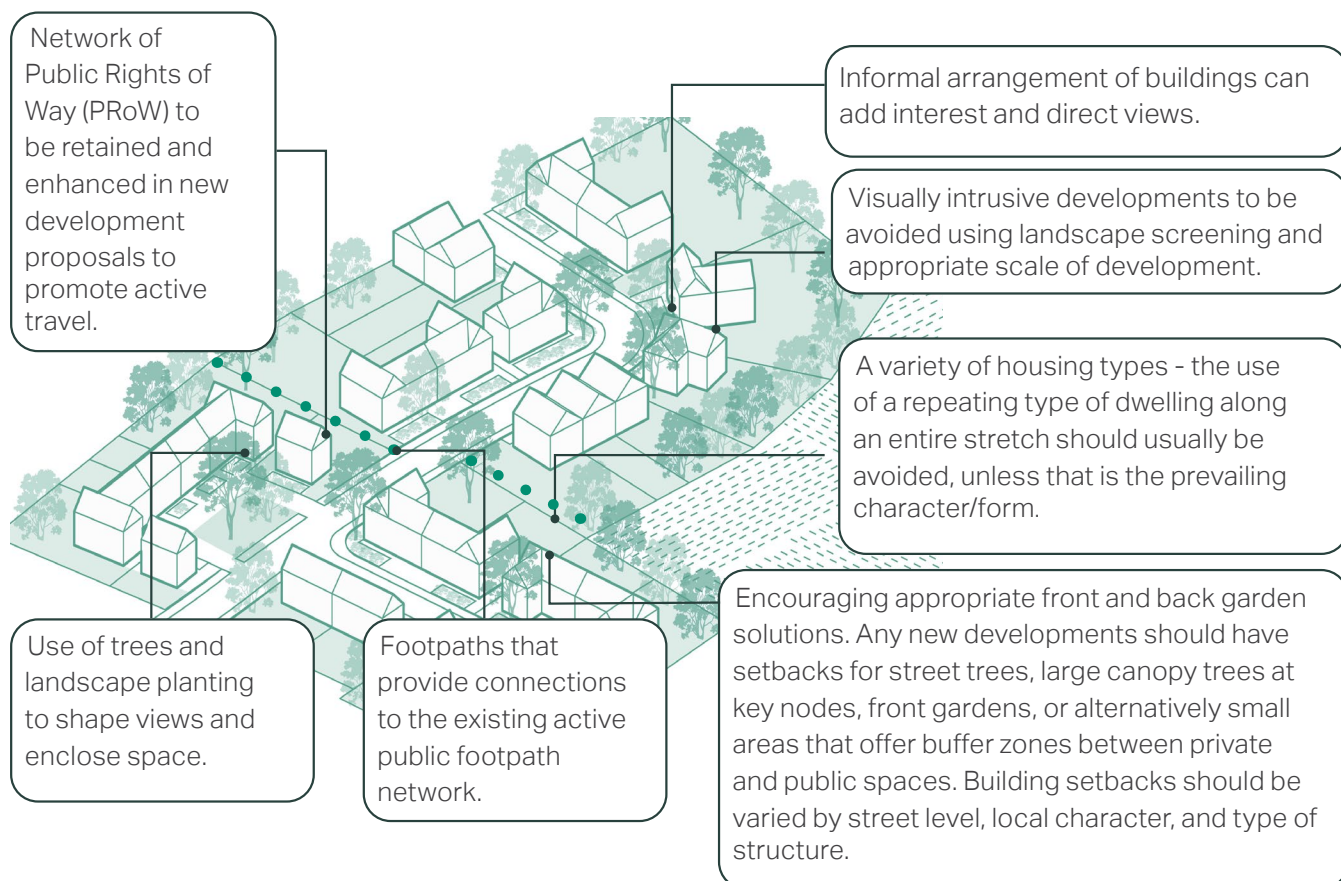


Figure 55: Diagram showing the layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character.

- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. The following page illustrates some precedent examples from the existing Parish;
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally; and
- For further guidance on the layout of buildings please see section C.1.3 of the SDNP design guide (<https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/supplementary-planning-documents/adopted-design-guide-spd/>)



Figure 56: Cul-de-sac style development in Liphook.



Figure 57: Detached housing in one of the housing developments in Liphook.



Figure 58: Example of semi-detached houses in Liphook.

Development affecting the Conservation Areas and listed assets

There are several elements of historic significance in the Parish which make a positive contribution to the character of the area. In particular, the Grade II and II* listed buildings, scattered amongst the settlements. Therefore, design guidelines should be in place to guide development in close proximity to the above assets. Those guidelines are:

- New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact;
- New development proposals should not be visually intrusive or block key views to and from heritage assets. This should be achieved through the appropriate scale and design including screening where appropriate;
- New development should retain the existing open spaces, vegetation and trees to preserve the historic form and pattern of development in the Parish;
- The scale and massing of new development should be sensitive to the surrounding heritage assets; and
- Gaps between buildings, open views and vistas should be respected and aim to demonstrate the significance of the asset.



Figure 59: The Royal Anchor, which is listed and located in the centre of Liphook.



Figure 60: Local listed building within the Parish.

SP. Street and Parking

Linked NP policies: BL4, BL10

The following pages set out policies to consider when developing both existing and new development within the Parish. They are generic design codes that apply to all areas of the Parish and are not specific to one area.

Roads in the South Downs and the South Downs Design Guide should be used when designing new streets in the Bramshott and Liphook Parish.

SP 01 ACTIVE TRAVEL

Increasing the number of residents walking and cycling around the Parish is an important part of improving health and the quality of their experience.

- Where there is a choice, new development in the Parish should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services. This will help to promote active travel, an important feature in 'livable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs to incentivise modes of active travel,
- These routes should link to key services in the villages and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new

development;

- Pedestrian crossing of side roads to be prioritised with level crossing and set back junctions for vehicles. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles. Footpaths should also be made from a permeable surface;
- Walking routes should seek to connect with and extend the rural footpath and bridle way network; and
- Cul-de-sac development pattern should be avoided in new developments. However, if it is proposed then it should be connected to footpaths to avoid blocking pedestrian and cycle flow.



Figure 62: Example of a raised pedestrian crossing on a main road, with contrast paving materials and space for low-level planting and with contrasting paving materials.



Figure 61: Public footpath connecting the built environment with the surrounding countryside.

CYCLING PARKING SOLUTIONS

Houses without garages

- For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep; and
- The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

- The minimum garage size should be 6m x 3.3 m, in alignment with the guidance set out in the 2022 South Downs Local Plan Adopted Design Guide. 650 x 750mm of extra space is designated to cycle parking at the side.
- Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.

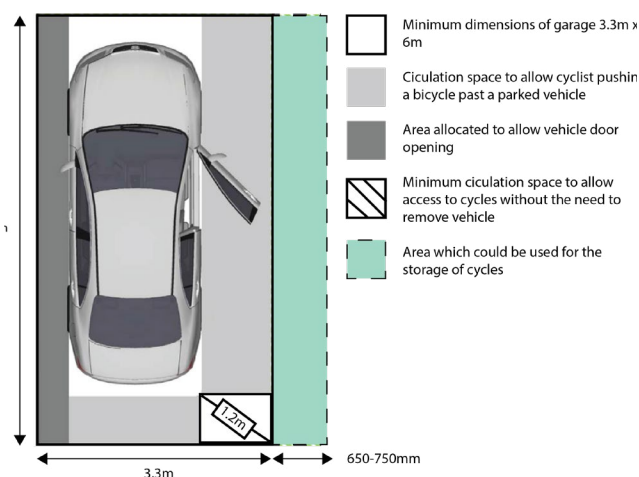


Figure 63: Minimum dimensions for garages including space for cycle storage (based on diagrams in Cambridge Cycle Parking Guide).

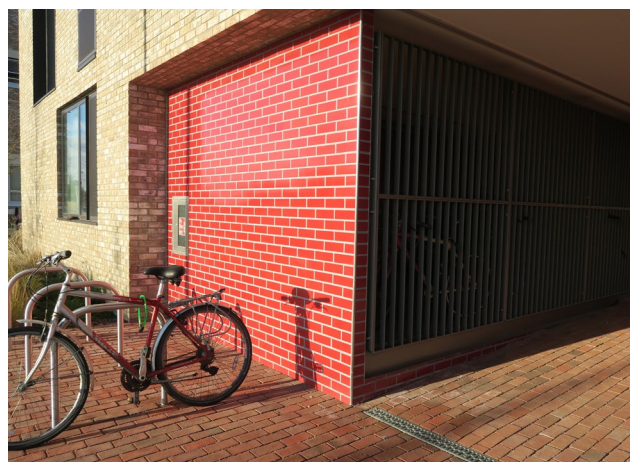


Figure 64: Example of cycle parking for houses without garages, Cambridge.

Linked NP policies: BL12

SP 02 CAR PARKING SOLUTIONS

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials. There should be not more than 50% of a front yard that is taken up by car parking;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or in front of the property. For small pockets of housing, a rear court is acceptable;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces.



Figure 65: Generous on plot parking, elsewhere in the UK.



Figure 66: Example of a parking court in Liphook.



Figure 67: Example of a parking court in Liphook.

On-Street Parking

On-street parking is very common throughout the whole of the Parish. This degrades the quality of the street scene and where cars are parked on footpaths prevents healthy streets. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- Where possible, there should be no more than 4 cars in a row without a street tree in between;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.

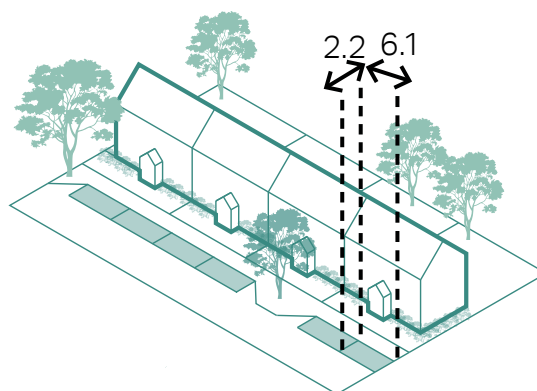


Figure 68: Positive example of on-street car parking from the Distinctively Local Report: <http://distinctively-local.co.uk/storage/app/media/case-studies.pdf>

Figure 69: Diagram illustrating optimal parking dimensions with regular crossing points to avoid cars becoming a barrier.

On-Plot Side or Front Parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided. As well as this permeable surfaces should be used in forecourts (Figure 69 is a good example of this).



Figure 72: Example of good front garden to on-plot parking proportions.

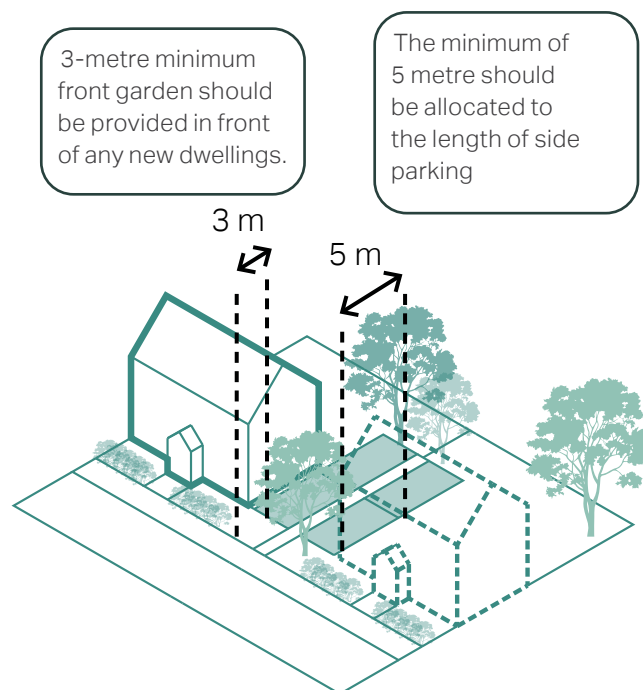


Figure 70: Illustrative diagram showing an indicative layout of on-plot side parking

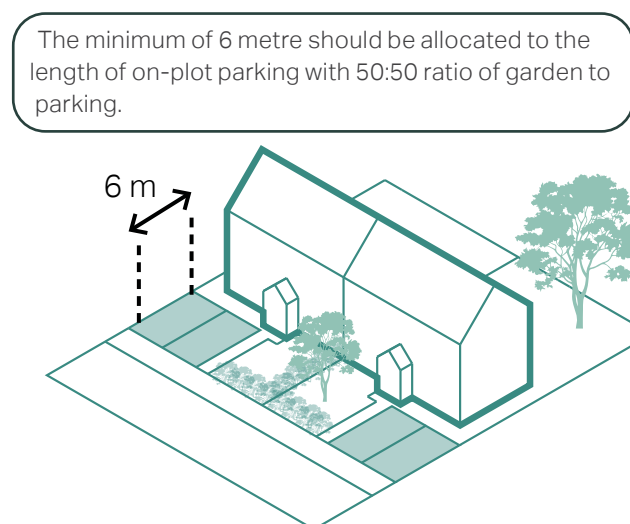


Figure 71: Illustrative diagram showing an indicative layout of on-plot front parking



Figure 73: Generous front courtyard with on-plot parking within the Parish.

Garage Parking

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing Parish and will reduce the visual impact of cars on the street. Garages must be configured to ensure cycles can be easily accessed. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage. The minimum internal dimensions of a garage should be in alignment with the SDNPA Design Guide SPD.



Figure 74: Illustrative diagram showing an indicative layout of on-plot garage parking.



Figure 75: Garage built into modern property in the Parish.

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Parking courtyards should be designated;
- Parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that they are designed as courtyards with room to park with the use of high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

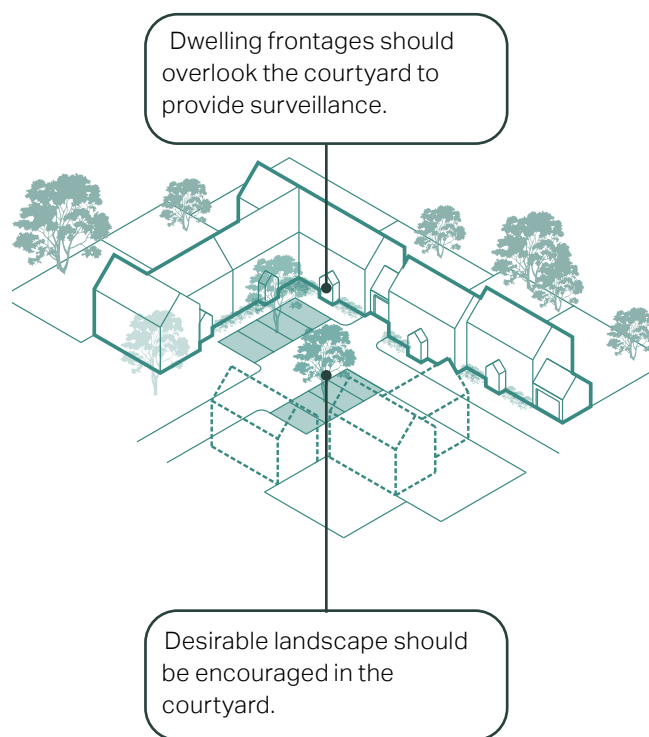


Figure 76: Illustrative diagram showing an indicative layout of parking courtyards.

Linked NP policies: BL4, BL5, BL6, BL14

SP 03 SAFEGUARD TREES AND LANDSCAPING ON STREETS

The abundance of trees is one of the Parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. In earlier developments significant specimen trees were retained from the grounds of former Manor House gardens. Recent developments do not provide space for well proportioned street trees or large canopy trees in the design. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.



Figure 77: An indicative diagram showing green spaces and landscape planting.

Planting standard

- Existing mature trees should be preserved, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact. Space should be created to establish large canopy trees, complementing street trees to provide a network of green infrastructure;
- Size of tree pits should allow sufficient soil around the tree and should be designed to provide relative m² for tree species using Root Zone calculator. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;

- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Fruit trees are encouraged in the private gardens of new developments;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for

Delivery;¹

- Trees in the Townscape: A Guide for Decision Makers;²
- Tree Species Selection for Green Infrastructure;³and

¹ Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

² Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

³ Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

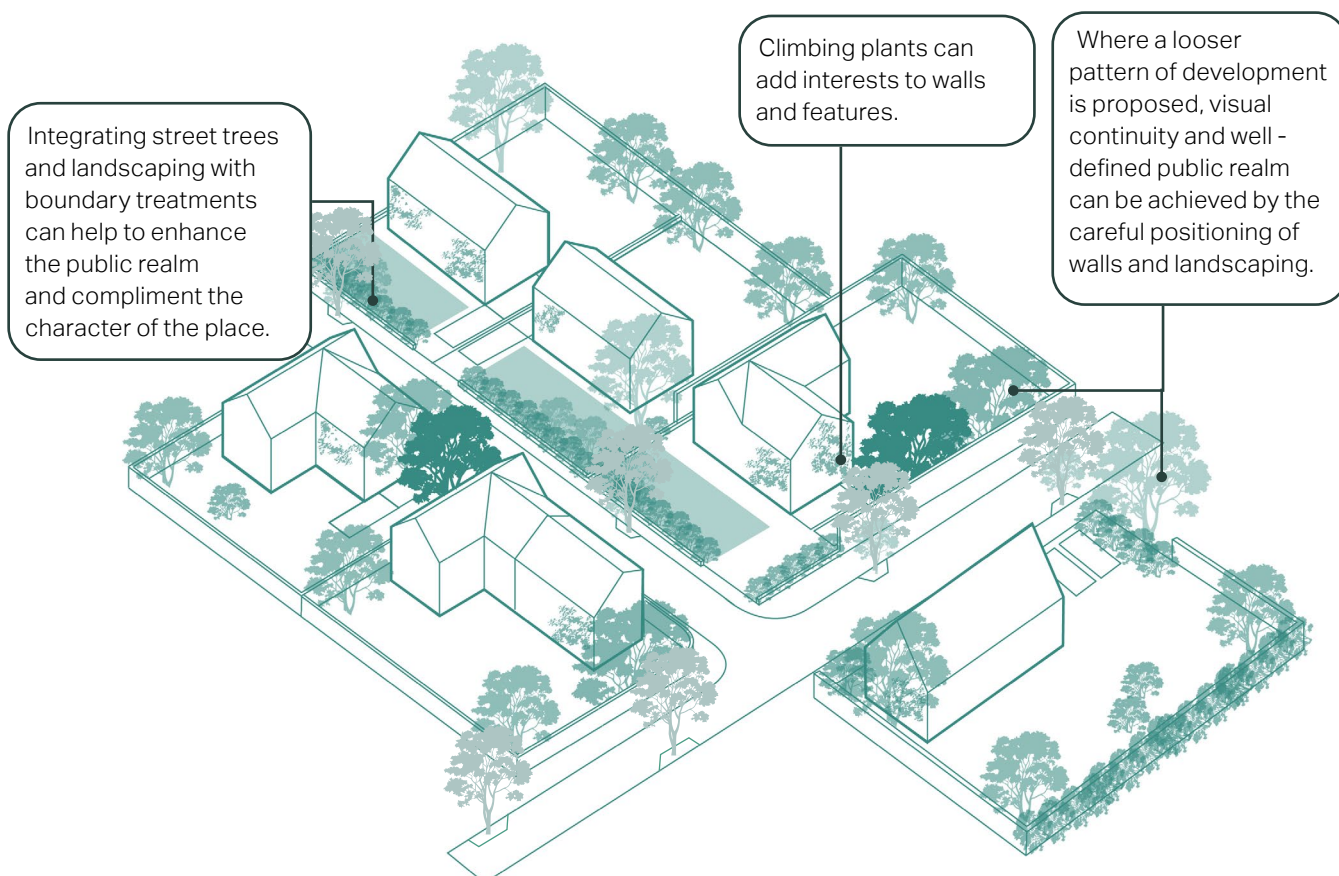


Figure 78: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure.

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.¹

Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and create a sense of enclosure. To respect the existing context, both the building and the boundary treatment should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedgerows, trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the Parish. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged;
- Climbing plants are good at screening features such as garages, blank walls and fences.

Form focal points and frame views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

Sunken Lanes

Sunken lanes are common throughout the Parish as well as very distinctive to the area. In some cases, the sloped green verges on either side of the road are quite dramatic and therefore contribute hugely to the streetscape. Given this, any future development that occurs in an area where there are sunken lanes should not take away from the character of the street and in fact look to incorporate this approach itself where possible.

Many of the existing sunken lanes are surrounding Bramshott, located north of the A3. Figure 78 shows the exact location of these roads, as allocated by East Hampshire District Council.

¹ British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672>



Figure 79: Map of Bramshott showing the sunken lanes highlighted in green.

Linked NP policies: BL9

SP 04 STREET LIGHTING AND DARK SKIES

Artificial light provides valuable benefits and it makes areas feel more welcoming on a night-time. As well as this street lighting is important in settlements in order to create a feeling of safety for pedestrians and cyclists at night-time. However, in places like Bramshott and Liphook, characterised with extensive areas of AONB landscape, lighting needs to be sensitive and issues of light pollution must be avoided. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Any new developments and house extension designs should encourage the use of natural light sources.
- To minimise the impact on bats, the use of LED lamps with colour temperature less than 2700k is recommended in preference to mercury or metal halide lamps which have a UV element that can affect the distribution of insects and attract bats to the area, affecting their natural behaviour (Bat Conservation Trust 2008). In general, lighting around any integrated bat roost features within the new development should be completely avoided;
- Lighting schemes should be part of a strategic approach where all light sources, including columns, bollards, switch off, Passive Infrared (PIR), porch lights, solar cat's eyes, up-lighting, path lighting, backlighting and downlighting, are put in an hierarchical order based on their use. This order will define the light levels and switch off times;
- Light sources should be less than 2700K to ensure appropriate levels of light spill and glare. Light shields can also be used at light sources for additional protection over glare and light spill and thus dark skies; and
- Choice of lighting should be energy-efficient and sustainable. The installation of carefully directed motion sensors should be encouraged.



Figure 80: Example of a low level lighting solution at Lapworth churchyard. Photo by Robin Stott.

BF. Built Form

The following section outlines policies that should be considered by developers when creating new development within the Parish. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

In general, infill developments in all of the settlements have generous size plots with extensive external spaces. While this is appropriate when development or redevelopment occurs in those areas, other, newer, areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general however, Bramshott and Liphook Parish exhibits a low density with heights averaging 2 storeys and a reasonable space between dwellings. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger scale and subsequently moves to codes related to specific built form details.



Figure 81: 2 storey terraced housing located within the Parish.



Figure 82: 1 and 1.5 storey housing which has been recently developed in the Parish.

Linked NP policies: BL5, BL7, BL8

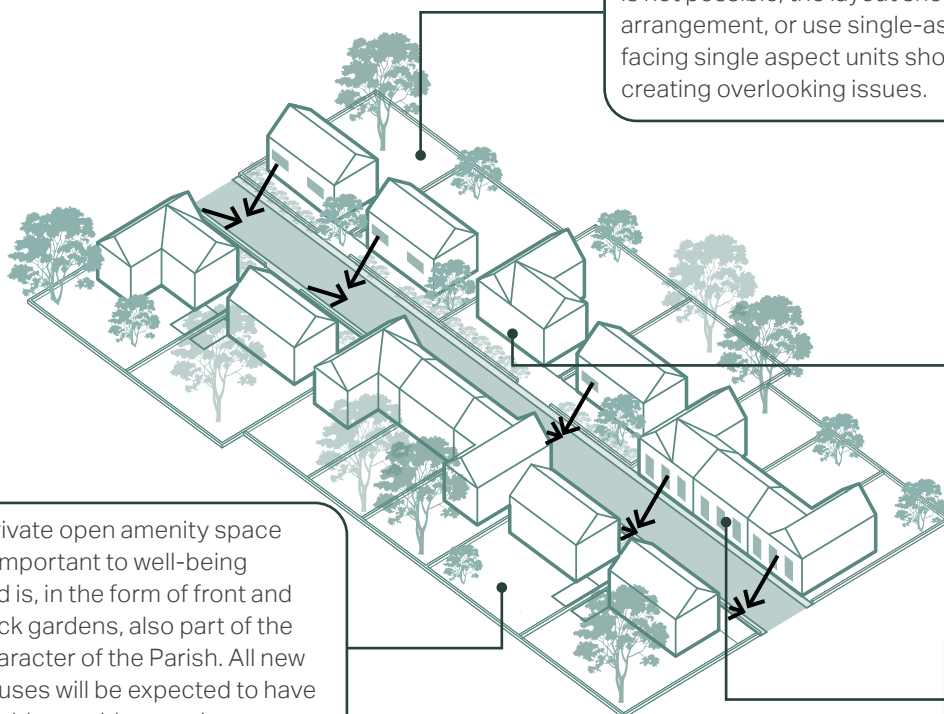
BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge. Back and front gardens should represent green corridors that enhance wildlife and biodiversity net gain.



Figure 84:
Sainsbury's estate of housing overlooking green.

The privacy distance between the backs of the properties should be a minimum of 20m. Where this is not possible, the layout should be a back to-side arrangement, or use single-aspect buildings (north facing single aspect units should be avoided) to avoid creating overlooking issues.



Private open amenity space is important to well-being and is, in the form of front and back gardens, also part of the character of the Parish. All new houses will be expected to have usable outside amenity space.

Avoid inactive and blank façades which reduce the sense of security in public realm.

Windowed front elevations to be encouraged in order to improve natural surveillance.

Figure 83:
Diagram to highlight the importance of natural surveillance to improve security and sense of safety.

Linked NP policies: BL10, BL21

BF 02- ACCESSIBLE AND ATTRACTIVE FOOTPATH NETWORK/ ACCESS TO THE COUNTRYSIDE

There are a number of footpaths within the Parish which link the villages to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking. Therefore, protection, improvement and design of new footpaths should be considered in new developments and some design guidelines are:

- Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling;
 - New proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity.
 - Strategically placed signposts should be put in place to assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the Parish. However, new signposts must respect the rural character of the Parish and avoid creating visual clutter.
- Footpath network needs to be in place before first occupation of houses on the site.



Figure 85: Appropriate material change to indicate the footpath/cycle lane within a rural landscape, elsewhere in UK.



Figure 86: Public footpath connecting Bramshott to the countryside.

Linked NP policies: BL3

BF 03- DEFINE FRONT AND BACK GARDENS

The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the Parish is maintained.

There are different garden dimensions in each of the different parts of the Parish. In Bramshott and Liphook the front garden proportions range from 5-10m and the back garden are between 5 to 15m.

Back gardens should be a minimum depth of 10m and provide a minimum area of 50m² of usable amenity space.

North facing back gardens should exceed 10m in length to ensure sunlight is maximised.

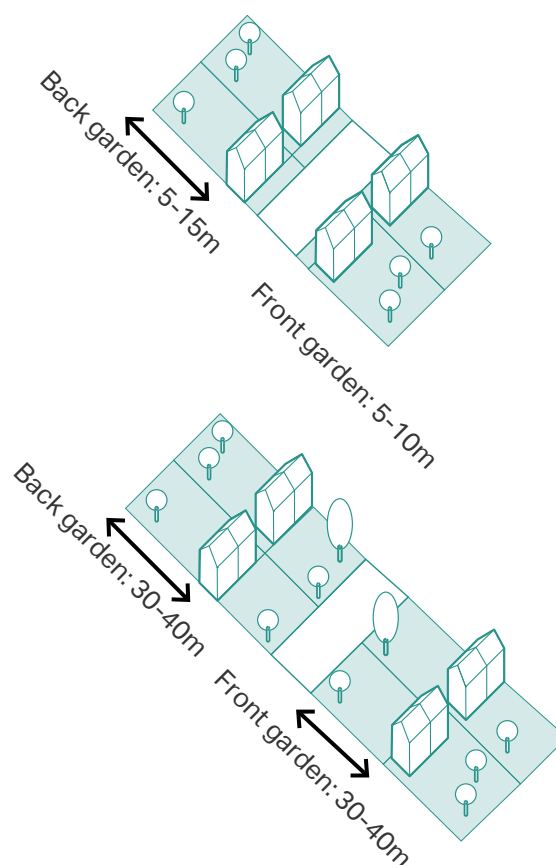


Figure 87: Diagram illustrating the existing variation in garden sizes within the Parish.

Linked NP policies: BL19, BL15

BF 04 - DESIGN WORKSPACE INTO NEW DEVELOPMENTS

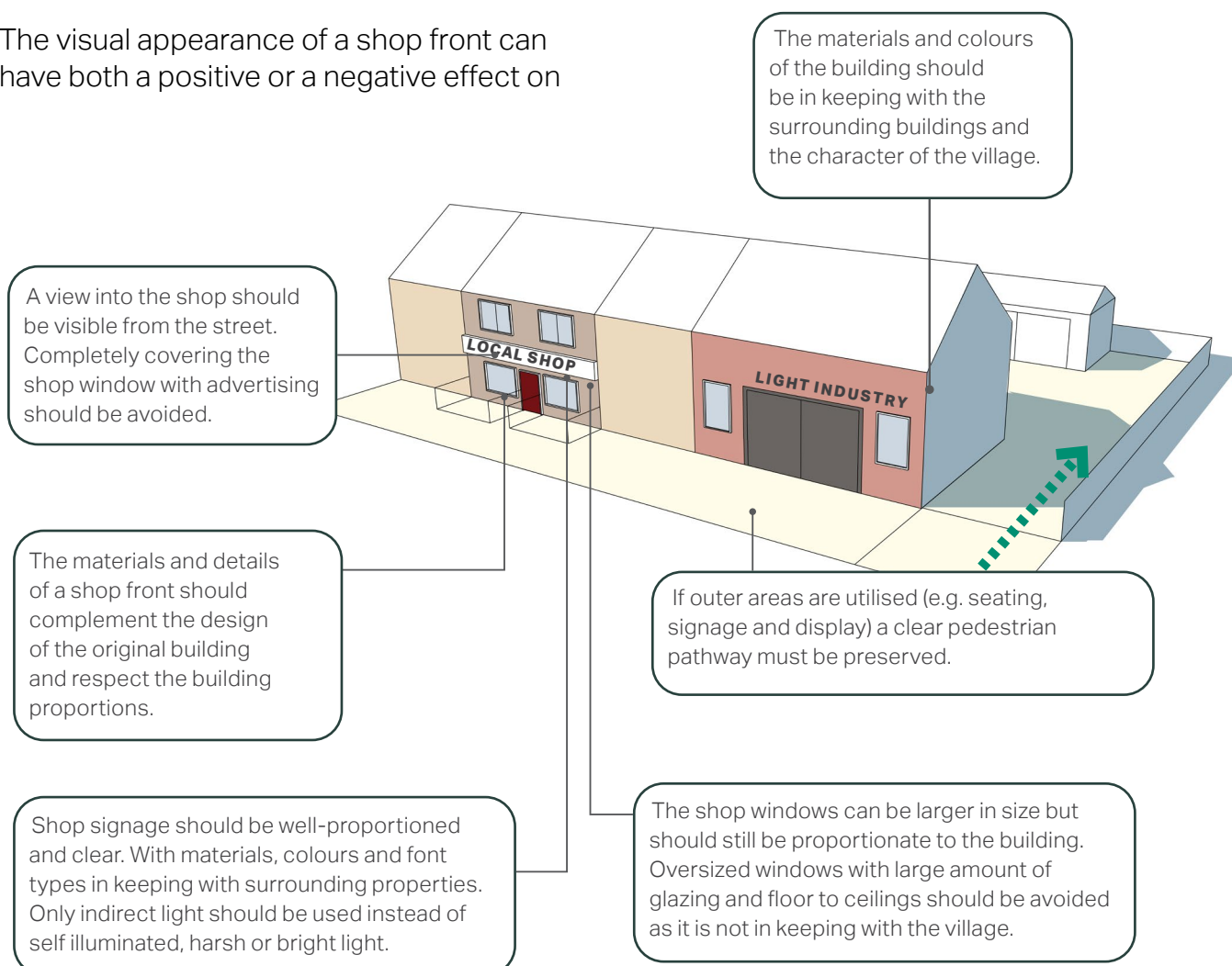
To support the local economy and reduce the impact the housing developments will have on the traffic in Bramshott and Liphook, it is important to design places of work into new development. Below there is guidance for both new shop frontages and the conversion of old buildings into workplaces:

the character of an area. Therefore, it is important that shop fronts are contextual as well as tidy and well-ordered.

A local example of how workspaces have been designed into new developments is the post office architect which is a shared workspace located in the Liphook village square.

SHOP FRONTS

The visual appearance of a shop front can have both a positive or a negative effect on



Linked NP policies: BL13, BL15, BL19, BL20, BL21

Liphook is an area with various retail spaces. It is considered by local people to have a dual centre; these are The Square and Station Road. Given this, shop fronts should often be enhanced or protected in order to retain the character of the area. New and existing shop fronts should consider the following guidance:

- The design of shop fronts should take account of rhythm and character of the street such as the width of building, the horizontal or vertical emphasis, the variety of style and architecture of the building itself. Where the shop front continues to another building, a change in its design may be required;
- The fascia is the most important area of a shop front for advertising the business. Signage within the established proportions and confines of the fascia board should be maintained. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;
- The most appropriate signage at fascia level are individual letters applied or painted directly onto the fascia board;
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space or the building. They should use an appropriate material, shape, and form, avoiding large box signs;
- Pavement space should not be used for displaying goods especially in areas of high footfall such as the Conservation Area.
- The shopfront should not be designed in isolation. The proposed design should relate in scale, proportion and architectural style not just to the host building, but to the wider streetscene. The design language of the building and shopfronts are extremely important as demonstrated in Figure 90 The bottom image acknowledges the common features that occur on the parade of shops such as the proportions of the signage, stallrisers, glazing and cornice in the shopfronts; and
- Garnish colours and materials such as plastic should be avoided in favour of natural materials such as hand painted wooden or glazed signs which can be externally lit if necessary.



Figure 88: Illustrations of both good and bad examples of shop fronts - disorder vs order

CONVERSION OF EXISTING BUILDINGS

Retention and reuse of existing buildings is a sustainable option, in that it retains embodied energy/carbon and minimises the use of new resources.

The conversion or adaptation of existing vacant or redundant buildings is encouraged, particularly where they make a significant contribution to the wider townscape and the character of the area.

- Proposals for the conversion of existing property should be sympathetic to the building and propose an appropriate reuse/adaptation of the asset.
- The architectural character and scale of the building should be carefully considered, and traditional materials and simple detailing employed when converting existing buildings.
- Existing window and door openings should be retained and reused, and the number of new openings kept to a minimum. This is particularly important in the case of farm buildings to ensure that their agricultural character is retained.
- Proposals that imitate historic architectural styles, using cheaper modern materials and demonstrating a lack of attention to detail as to the character and form of historic buildings within the settlement (including materials, proportion, massing, fenestration, rooflines/detailing, etc.) will be resisted.



Figure 89: Images showing the before and after of a property that has been sympathetically changed into a microbrewery in Cambridgeshire. Source: <http://www.thebankmicropub.co.uk/gallery.php>

Linked NP policies: BL3, BL8

BF 05 - MAINTAIN A CONSISTENT BUILDING LINE

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for planting;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character of the villages. It also helps to create a softer transition between countryside, green spaces and built environment.



Figure 90: Linear building line in Liphook.



Figure 91: Irregular building line in Bramshott.

Linked NP policies: BL3, BL8

BF 06 - DESIRED HEIGHT PROFILE

- Development building heights should accord with the settlement character of 1, 2 and 3 storey. Where appropriate 3 storey buildings should be encouraged to help create more urban density and work towards the parish's goal of a 10 minute neighbourhood;
- Roofs in the village tend to be generally pitched, with some hipped examples. New roof types and pitch should reflect this. Materials should be subservient to what is already in use throughout the Parish, however where solar panels are in use dark tiles should be the choice as they do not clash in terms of colour;
- Innovation which explores the integration of green roof should be encouraged;
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages and dormer windows should be avoided; and
- Chimney type and height should be congruent with the typical Parish chimney precedent examples. As well as this wood burning stoves could be replaced with venting requirements.



Figure 92: 2 storey semi-detached building with a pyramid hip roof style and a large chimney stack, Bramshott.



Figure 93: Scandinavian style 2 storey detached building on Chiltley Way.

Linked NP policies: BL8

BF 07 - RESPECT LOCALLY IMPORTANT VIEWS

Landmarks, views and focal points are the tools to achieve places that are easy to read and memorise, thus helping users to easily orientate themselves. Therefore, creating short-distance views broken by buildings, trees, or landmarks helps to create memorable routes.

On the other hand, it is also important to preserve long-distance views that offer pleasant sceneries along the footpaths and roads. This allows for a visual connection between places and encourages people

to walk and cycle. For that reason, new houses should be appropriately oriented to maximise the opportunities for both short and long-distance views.

In addition, development should be located away from ridge tops, upper valley slopes or prominent locations.

Planning decisions should always attempt to maintain or where possible enhance key views and vistas.



Figure 94: Example of how the streetscape within the Conservation Area preserves views towards important buildings such as the Royal Anchor.

Linked NP policies: BL3, BL4, BL13

BF 08 - EXTENSIONS

There are a number of principles that residential extensions and conversions should follow to maintain character:

- Many household extensions are covered by permitted development rights and therefore do not need planning permission;
- The original building should remain the dominant element of the property
- Extensions should not result in a significant loss to the private amenity area of the dwelling; and
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.

regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;

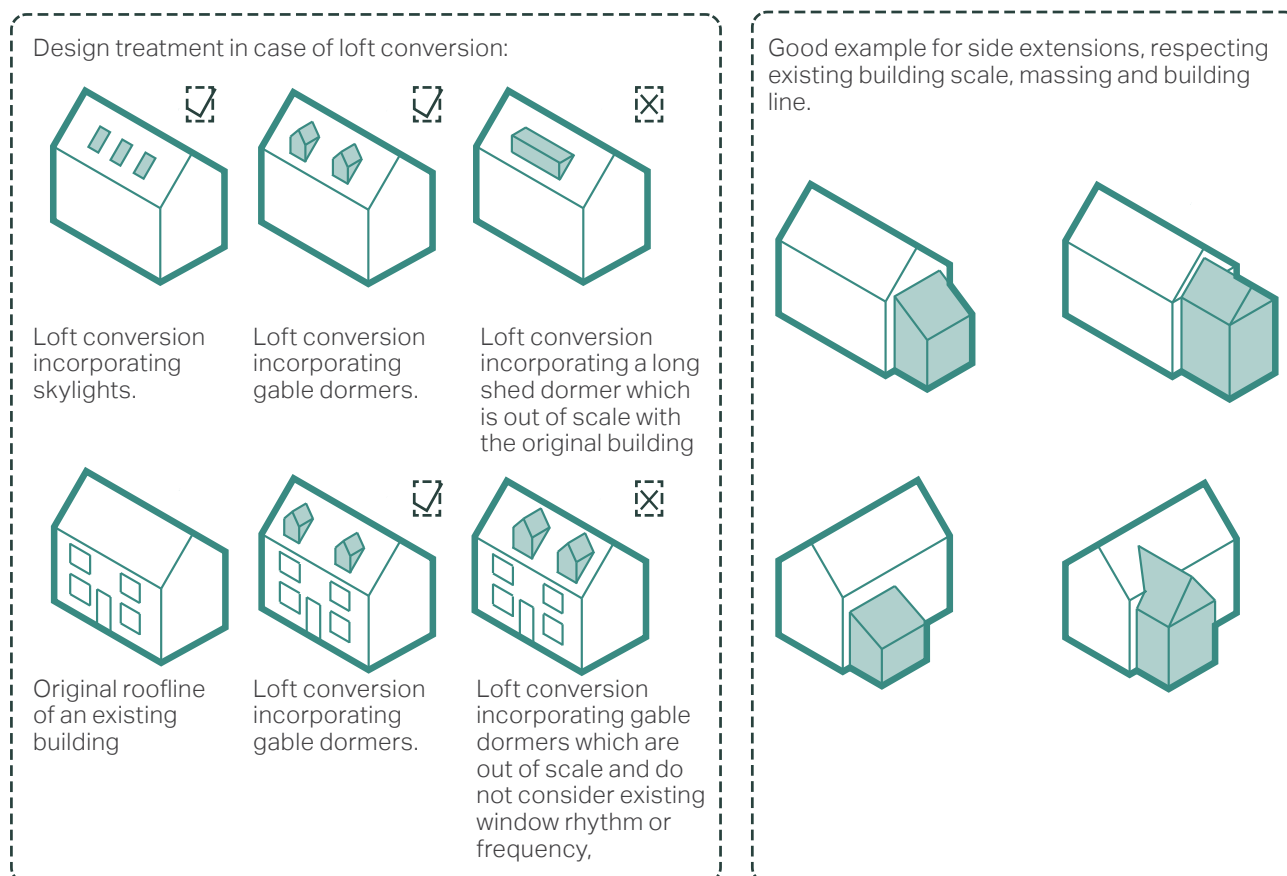


Figure 95: Some examples for different type of building extensions

Linked NP policies: BL2, BL3, BL4, BL13

BF 09 - INFILL DEVELOPMENTS

Infill sites will vary in scale, context and location within a settlement. Any new infill can have significant impact on the character and appearance of the built environment. The following principles should be applied in any future infill site:

- Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles but its scale, massing and layout need to be in general conformity with the existing (this is particularly ridge/eave heights, especially for terraced or dense groupings of buildings);
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same, but in other cases it might be acceptable that it closely aligns with the exiting arrangement of buildings where there is an irregular, meandering building line;
- The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land; and
- Where there are opportunities for infill development, proposals should demonstrate that existing views and vistas between buildings and along view

corridors have been considered and the aim should be that they are retained, wherever possible. The sight lines, light and views between buildings is crucial to retaining character where infill development is proposed.

A potential site for infill. The future infill property should complement the street scene.

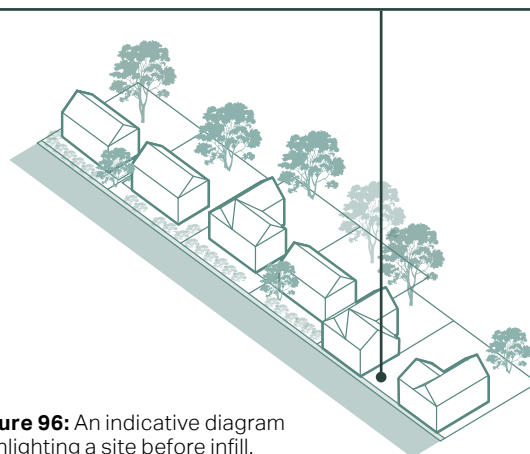


Figure 96: An indicative diagram highlighting a site before infill.

New building lines should be consistent with existing properties. Some places in the Parish have linear or regular meandering arrangements of buildings while others have random and irregular patterns. The infill should also reflect the surrounding context in terms of form, materials and height/massing.

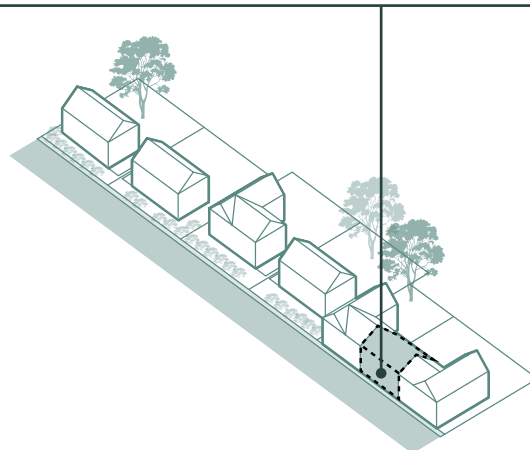


Figure 97: An indicative diagram highlighting a site after infill building.

Linked NP policies: BL2, BL3, BL4, BL13

BF 10 - DESIGN OF FLATS

In central parts of Liphook, close to the railway stations, building heights and overall density is slightly higher. This way of living lends itself to the development of flats. However, in order to not take away from the existing character of the area the flats should be designed in context of the surrounding built environment.

- Building heights should be similar to the surrounding context. If there are only 2.5 storeys houses around, then maximum could be 3 storeys. As well as this, the existing roofline should be retained.
- The massing of buildings should be sensitive to the surrounding context, typologies and density. For example, if there are only detached/semi-detached or bungalows around then the flats cannot have long facades but short ones to match the surroundings.
- A maisonette typology is recommended to offer the opportunity for flats but at the same time preserve the village feel. Maisonette means flat on ground floor and stairs on the side leading to another flat on the upper floor. The result of this is that from the outside it looks more like a semi-detached house.
- Flats should be designed in an intergenerational manner so that they suit the needs of different age groups. For example, flats should both have step free access for older people as well as access to spaces for play for children.
- Parking provision for flats should be in alignment with the East Hampshire

Local Plan and other supplementary documents.

- Any parking court should integrate green features to soften the environment and where possible be overlooked for an added element of security.
- Flats should be dual aspect to maximise the levels of natural light for occupants and where possible they should be looking onto open spaces. Furthermore, internal corridors should have views out and not be long or have many turns.
- Flats must all have direct access to external space designed as integral balconies.



Figure 98: Example of flats with good natural light, balconies and communal areas in Highwood Mills development (Source: <https://hdawards.org/scheme/highwood-mills/>)



Figure 99: Diagrams showing the maisonette typology and how it could be seamlessly integrated with other houses.



Figure 100: Positive example of flats with a public green space, elsewhere in the UK.

Linked NP policies: BL3, BL4, BL13

BF 11 - ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

Whilst much of the Parish's housing stock was built in the 20th century, there are some earlier 17th and 18th century examples.

Some buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed in a sustainable way, maximising opportunities for recycling.



Figure 101: Old buildings in the centre of Liphook using traditional materials for the area.



Figure 102: Property in the parish with a hung tile facade.

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in the Parish. The use of traditional construction finishes should be specified for all new development and repair work. Material specification, quality for repair, replacement and modern developments should be maintained. The requirement for additional housing in the Parish should not trump architectural quality and character of the area.

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. If traditional methods are used, they must be to a high quality that will allow the building to interact with the street at the same time as providing a good quality of life for the occupants.

Traditional building styles and detailing can be interpreted using contemporary methods to create a place that is both respectful to the existing character of Bramshott and Liphook while having all the benefits of modern living. As well as this, high quality contemporary design is something that is likely to stand the test of time.

Figure 103: Traditional stone house located in the parish.

Figure 104: The varying building materials within the Conservation Area (below).



In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These buildings create the opportunity to provide large single dwellings or can be split into a series of smaller dwellings.

Wall materials

There are different wall materials in the Parish such as red brick, white render, flint, stone and timber cladding .

Fenestration materials

There are various materials and styles used for windows and doors in the Parish such as sash, casement, dual aspect, wall dormer and bow windows, and apex pitched and flat porch roofs. Some windows have additional detailing. Poor examples of uPVC windows exist within the Parish and it is important for windows to be designed to function for views, passive heating and light.

While it is important to respect the character of the parish, it is also crucial that buildings are adaptable for future needs. For this reason the examples below show some contemporary window designs as well as traditional methods.

Roof materials

Of those roof materials in the Parish, red pantile and plain brown tile are more often used. The majority of buildings have pitched

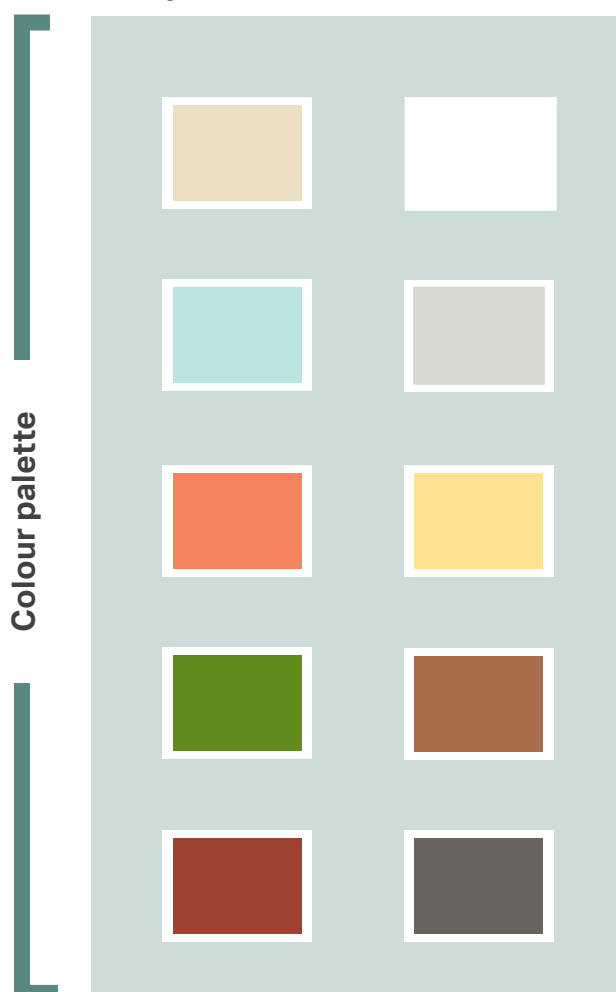
roofs. PV arrays need to be considered as part of the roof arrangement and material choice. There are also some examples of slate and thatched houses in the older parts of the Parish.

Ground surface materials

Generally gravel and cement used in majority of ground surfaces within the Parish.

Boundary treatment materials

There are a wide variety of boundary treatments in the village such as hedgerows, low walls with red brick, soft landscaping and fencing.



Wall



Red brick



Timber framed
render



Render



Stone walls



Hung tiles



Painted render or brick

Fenestration



Casement window



Bay window



Box window



Muntin detailing



Roof dormer



Sash windows



Contemporary offset
window



Contemporary corner
window



Contemporary large
window that encourage
natural light

Roof



Pitched porch



Flat door canopy



Arched porch

Roof



Red pantile



Grey slates



Plain brown tiles

Ground surface



Tarmac



Cobbles



Stone brick for pedestrian crossings



Painted tarmac for cycle lanes



Gravel



Grass and other vegetation

EE. Environmental and energy efficiency

Design codes in the following section apply to the whole Parish. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Bramshott and Liphook Parish to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwelling to become more environmentally sustainable.

Owing to the area's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

Linked NP policies: BL4, BL6, BL12

EE 01- FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader Parish scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

Energy efficient or eco-design combines all around energy efficient appliances

and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating and electric charging points.

All new dwellings should meet the Environmentally Sustainable Design standards set out in the South Down Local Plan Adopted Design Guide.

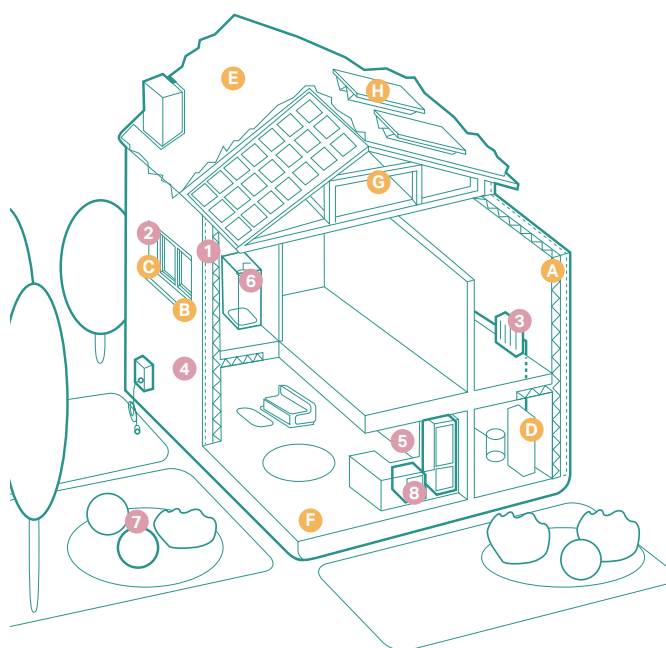










Figure 105: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

- 1  **Insulation**
in lofts and walls
(cavity and solid)
- 2  **Double or triple
glazing with shading**
(e.g. tinted window film,
blinds, curtains and
trees outside)
- 3  **Low- carbon heating**
with heat pumps or
connections to district
heat network
- 4  **Draught proofing**
of floors, windows
and doors
- 5  **Highly energy-
efficient appliances**
(e.g. A++ and A+++ rating)
- 6  **Highly waste-
efficient devices**
with low-flow showers
and taps, insulated
tanks and hot water
thermostats
- 7  **Green space (e.g.
gardens and trees)**
to help reduce the risks
and impacts of flooding
and overheating
- 8  **Flood resilience
and resistance**
with removable air
back covers, relocated
appliances (e.g.
installing washing
machines upstairs),
treated wooden floors

Existing and new build homes

- A  **High levels of
airtightness**
- B  **Triple glazed windows
and external shading**
especially on south and
west faces
- C  **Low-carbon heating**
and no new homes on
the gas grid by 2025 at
the latest
- D  **More fresh air**
with mechanical
ventilation and heat
recovery, and
passive cooling
- E  **Water management
and cooling**
more ambitious water
efficiency standards,
green roofs and
reflective walls
- F  **Flood resilience and
resistance**
e.g. raised electrical,
concrete floors and
greening your garden
- G  **Construction and site
planning**
timber frames,
sustainable transport
options (such as cycling)
- H  **Solar panels**

Linked NP policies: BL4, BL5, BL6

EE 02- SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS)

SuDS cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. Bramshott and Liphook Parish wants SuDS to be integral to the design of Green Infrastructure to improve climate change resilience. Development should apply Building with Nature principles for SuDS.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

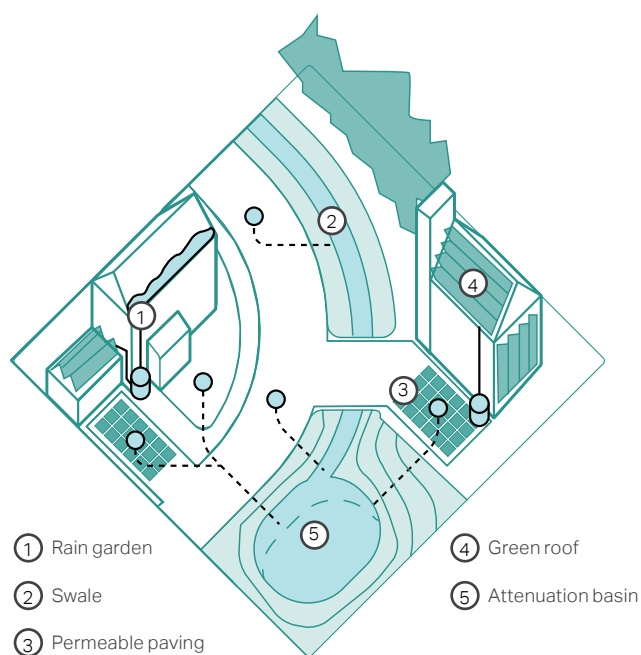


Figure 106: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Tailing ponds and swales are good SuD options and should be located in appropriate locations;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water;
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits; and
- Rain gardens where possible should be implemented onto streets of new developments as well as street trees. These will act as a form of urban drainage while softening the feel of the streetscape.



Figure 107: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.

Linked NP policies: BL5

EE 03- RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. It is important that new and existing developments follow the guidance below:

- Tanks should be concealed with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;

- Combine landscape or planters with water capture systems; and
- Underground tanks should be used where possible in Bramshott and Liphook.



Figure 108: Example of a rainwater harvesting tank in the shape of a bee hive.



Figure 109: Example of a modular water tank.

Linked NP policies: BL5, BL6

EE 04- PERMEABLE PAVEMENTS

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts. Suburban concrete pavers should be avoided.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and filtrating pavements. As a rule of thumb the % of permeable area should be between 30% to 70%.

In addition, permeable pavement must also comply with:

- Flood and Water Management Act 2010, Schedule 3;¹
- The Building Regulations Part H – Drainage and Waste Disposal;²

- Town and Country Planning (General Permitted Development) (England) Order 2015;³

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

³ Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/ukxi/2015/596/pdfs/ukxi_20150596_en.pdf

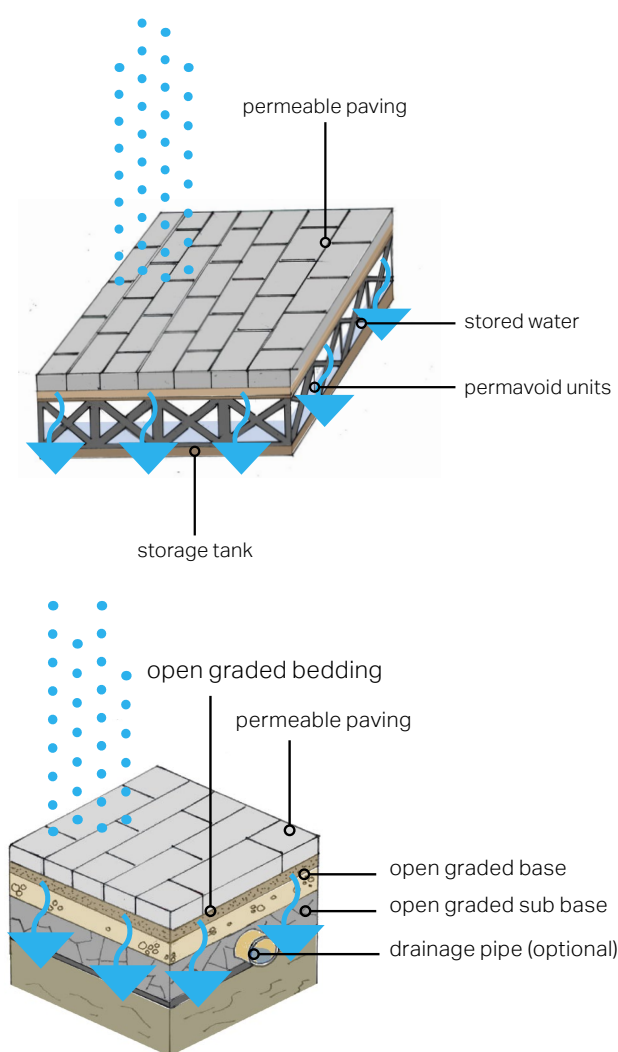


Figure 110: Diagrams illustrating the functioning of a soak away.

¹ Great Britain (2010). Flood and Water Management Act, Schedule 3. Available at: <http://www.legislation.gov.uk/ukpga/2010/29/schedule/3>

² Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;¹
- The SuDS Manual (C753);²
- BS 8582:2013 Code of practice for surface water management for development sites;³
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;⁴ and
- Guidance on the Permeable Surfacing of Front Gardens.⁵

¹ Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

² CIRIA (2015). *The SuDS Manual (C753)*.

³ British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266>

⁴ British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352>

⁵ Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf



Figure 111: A good example of permeable paver (Source: <https://www.paverconnection.com/testimonial/hedwig-village-permeable-driveway-and-patio-upgrade/>)



Figure 112: A good example of clay paver (Source: <https://www.londonstone.co.uk/brick-pavers/paving-bricks/>)

Linked NP policies: BL4

EE 05- WASTE STORAGE AND SERVICING

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property.

- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive. The storage solutions should be kept to the minimum dimensions in order to prevent the footprint being converted into an annexe at a later date;
- Create a specific enclosure of sufficient size for all the necessary bins;
- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence or hedge;
- When coming forward with new proposals, developers should provide space for composting in their plans;
- Refer to the materials palette to analyse what would be a complementary material; and
- Create an environmentally sustainable enclosure to contain all bins.



Figure 113: Examples of successful storage design solutions for accommodating bins at the front of buildings.

Linked NP policies: BL4, BL6,

EE 06- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function. These links should connect between existing green infrastructure to maintain or create new ecology corridors; and
- All fencing/walls to gardens should provide hedgehog holes.

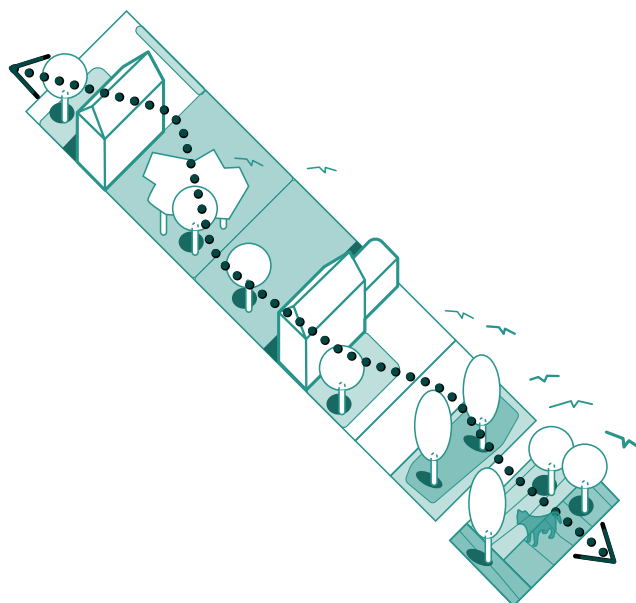


Figure 114: Diagram to highlight the importance of creating wildlife corridors (above).

Figure 115: Examples of a bughouse decorating rear gardens or public green spaces (left).

Figure 116: Examples of a frog habitat decorating rear gardens or public green spaces (right).



- New development proposals should include the creation of new habitats and wildlife corridors such as planting wildflowers and bulbs on the village green spaces, meadows and verges. This could be by aligning back and front gardens or installing nest boxes for birds or bricks in walls and improve habitat at ponds. Wildlife corridors should be included to enable local wildlife to travel to and from foraging areas and their dwelling area;
- Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping; and
- The loss of any tree and garden should be discouraged. Encourage permeable pavement and gardens which is beneficial to biodiversity net gain.

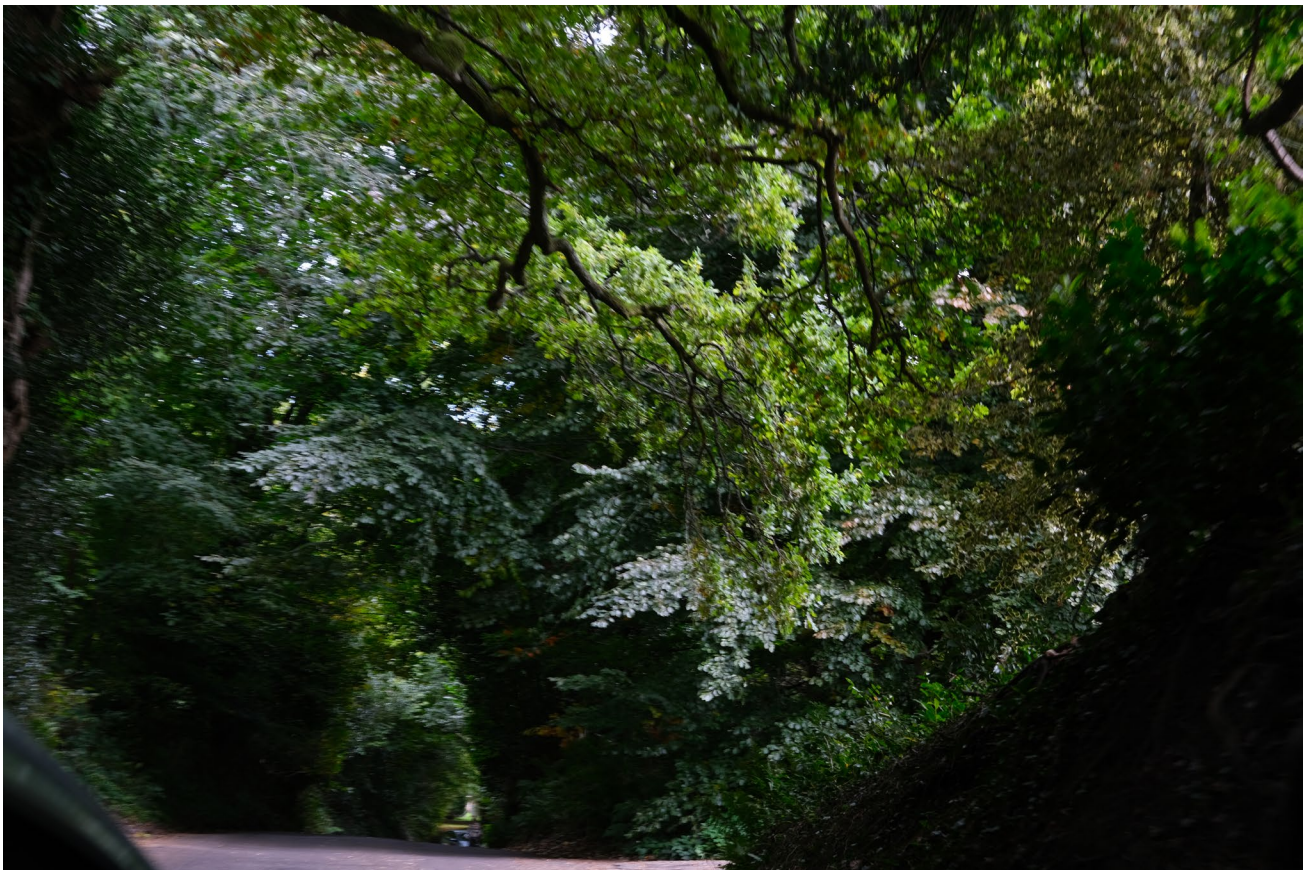


Figure 117: The ancient woodland in the Parish should be protected along with other important green spaces.

Linked NP policies: BL4, BL12

EE 07 - ELECTRIC VEHICLE CHARGING POINTS

Bramshott and Liphook Parish strongly supports proposals for in private transport using electrically and other non fossil fuel powered vehicles. Those can be integrated both on and off street. Some design guidelines on how new development should design for electric vehicle charging points are:

On-street car parking or parking courts

- Car charging points should always be provided adjacent public open spaces. Street trees and vegetation is also supported to minimise any visual contact with the charging points;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and
- Car charging points within parking courts are highly supported, since they can serve more than one vehicles.

Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking; and
- Cluttering elevations, especially main façades and front elevations, should be avoided.



Figure 118: Example of on-street electric vehicle charging points.



Figure 119: Example of electric vehicle charging points in a parking court.



Figure 120: Example of off-street electric vehicle charging points.

5.3 Applying the design guidance and codes

This section of the report will give a few examples of how the design codes could be used in the case of any new development. The idea is that any development that does come through in the future should be respectful and similar in scale to the surrounding areas. To do this some exemplar case studies from across the UK have been picked out to show how the codes in section 5.2 can be used on new developments to make them sensitive to whatever part of the Parish they occur in. This will be done using both 3D drawings and exemplar masterplans.

The sites that are being used as examples are Lovedon Fields in Hampshire (an example of a low density development) and Horsted Park in Chatham (which is a higher density development). This will show how the codes can cover different types of development that are suitable to the Parish depending on the area that they are done in.

Lovedon Fields - East Hampshire

Lovedon Fields sits at the edge of the village of Kings Worthy, Hampshire with views toward the SDNP. The 50 new dwellings are arranged around a green and a lane and the house types take clues from local rural buildings – rows of cottages; smallholdings gable end on to the road; the threshing barn.

The homes provide a backdrop to a public realm designed to encourage interaction and community, with doorstep benches, overlooking roof terraces, calm shared surfaces and informal meeting and play spaces.

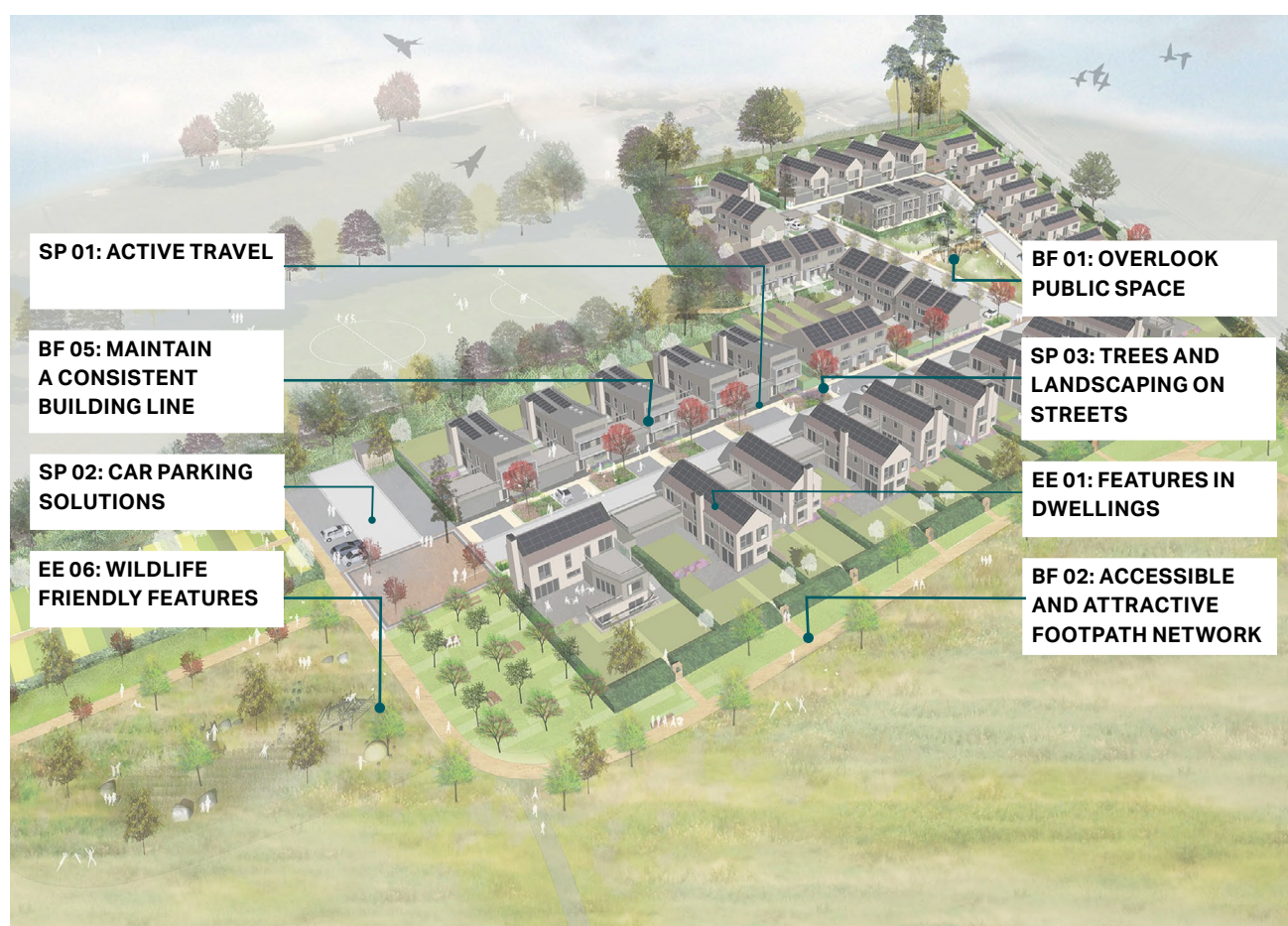


Figure 121: Lovedon Fields masterplan, Source: John Pardey Architects. Via: <https://bdlandarch.com/lovedon-fields/>

Lovedon Fields - East Hampshire

The image below on the left shows a healthy front yard proportion where the car does not dominate and vegetation takes center stage in stead. As well as this space has been made for cycle parking which provides further incentives for active travel.



The image on the right shows how an edge of settlement development can be designed in order to be respectful to the surrounding countryside. As well as this public footpaths have been integrated into the design making it easier for people to walk or cycle rather than get in the car.



Figure 122: 3D renders of Lovedon Fields from John Pardey Architects. Via: <https://www.johnpardeyarchitects.com/modern-architecture/residential-architecture/lovedon-lane/>

Horsted Park - Chatham

Set in a suburban location to the south of the historic centre of Rochester and located on the edge of an escarpment landscape with dramatic views across the valley, Horsted Park is a mixed-tenure neighbourhood of around 340 new homes.

It is a fine example of a higher density masterplan that draws inspiration from the areas local heritage as well as putting impetus on active transport which is something that Bramshott and Liphook NPSG advocate for.



Figure 123: Horsted Park masterplan, Source: Proctor and Mathews Architects via: proctorandmatthews.com

Horsted Park - Chatham

The image below shows how despite the fact that Horsted Park is a higher density development, it still uses vegetation and street trees to create a more attractive streetscape. Hedges and street trees also create slight chicanes in the road making the street feel more pedestrian friendly.

The material uses on this particular street creates a softer feel to the urban environment. As well as this the houses all front onto the road creating active edges and a feeling of natural surveillance.



Figure 124: Horsted Park 3d render, Source: Proctor and Mathews Architects via: proctorandmatthews.com

5.4 Checklist

As the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- New development will integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise with and enhance the existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent vegetation and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?
- Does the development provide a minimum of 10% BNG, communal green space and integrated green/blue infrastructure?

3

Street grid and layout:

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

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

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

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

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

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?
- Is the roof form of the extension appropriate to the original dwelling?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?
- Has adequate off road parking been provided for each dwelling?
- Does the proposed parking arrangement provide sufficient security and deter anti-social behaviour/crime?

11

Architectural details and design:

- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?

Delivery

06

6. Delivery

The Design Guidelines & Codes will be a valuable tool in securing context-driven, high quality development in Bramshott and Liphook Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

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

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