

Oving

Design Guidelines and Codes

Final Report

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Quality information

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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 Oving Parish Council.

1.1 The importance of good design

As the National Planning Policy Framework((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; see, for example, The Value of Good Design[1]) 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 behaviour and reduce pollution.

This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has been done before.

Following an analysis of the Parish and good practice, those elements of good design are set out clearly as design principles which any development within Oving Parish should follow in order to comply with this Design Guidelines and Codes document.

1.2 What is a design code

The Governments Planning Policy Guidance defines design codes as:

'… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide. They can be …appended to a Neighbourhood Plan…'.[2]

1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

2. Paragraph: 008 Reference ID: 26-008-20191001 - Revision date: 01 10 2019.

1.3 The purpose of this document

The NPPF 2021, paragraphs 127-128 states that:

'*Plans should… set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development…*'

'To provide maximum clarity about design expectations at an early stage, plans … should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.'

The Government is placing significant importance on the development of design codes in order to set standards for design upfront and provide firm guidance on how sites should be developed.

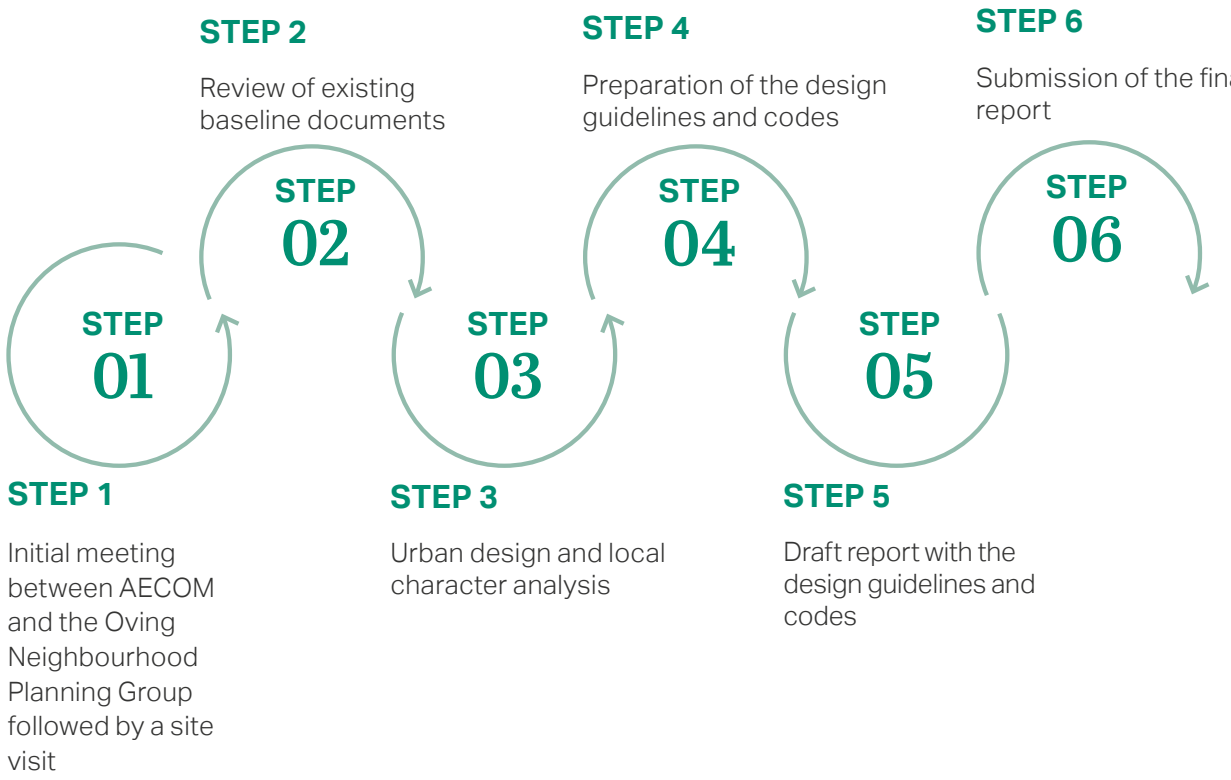
The adopted Chichester Local Plan allocates land at Shopwyke for mixed use development, but between 2012-2029, no additional specific housing provision is made for Oving Parish. However, as the parish falls into the East-West Corridor sub-area of Chichester City, residential development may potentially come forward.

Thus, this Design Guidelines and Codes report will provide an additional and more detailed framework to make sure any design proposal contributes to a distinctive place with a consistent and high quality standard of design.

It is intended that the Design Guidelines and Codes report becomes an integral part of the Neighbourhood Plan and be given weight in the planning process. The Government intends to make it clear that decisions on design should be made in line with design codes.

1.4 Preparing the design code

Following an inception meeting and a site visit with a member of the Neighbourhood Plan Steering Group, the following steps were agreed with the Group to produce this report:



1.5 Policy and design guidance

The following documents have informed this document. Some of these guidelines have been produced at national, district or parish 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.

NATIONAL LEVEL

2021 - National Planning Policy Framework

MHCLG

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

2021 National Model Design Code

MHCLG

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 (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.







NATIONAL LEVEL

2020 - Cycle Infrastructure Design
Department of transport

This Local Transport Note provides guidance and good practive for the design of cycle infrastructure, in surrport of the Cycling and Walking Investment Strategy.

2019 - National Design Guide
MHCLG

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 - Manual for Streets
Department for Transport

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



DISTRICT LEVEL

2019 Landscape gap assessment for Chichester District Council
Chichester District Council

This document examines gaps between settlements located along the A259 in the East-West Corridor and any other potential gaps that should be protected from development to help maintain the identity of individual settlements.

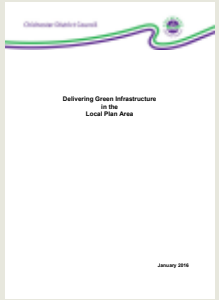
2016 Delivering Green Infrastructure in the Local Plan Area
Chichester District Council

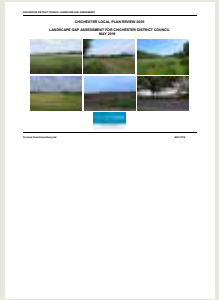
This guidance note is intended to provide information for developers and residents alike. It is not formal policy but it does bring together all mechanisms and documents which will provide guidance for the content of planning applications to ensure the delivery of Green Infrastructure as part of new development in the Local Plan Area.

2015 Adopted Chichester Local Plan: Key Policies 2014-2029
Chichester District Council

This document provides a broad policy framework and a long-term strategy to manage development, protect environment, deliver infrastructure and promote sustainable communities with Chichester District.





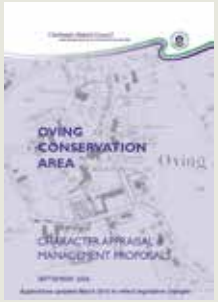


PARISH LEVEL

2006 - Oving Conservation area character appraisal and management proposals

Chichester District Council

This document defines the key elements that contribute to the special historic and architectural character of the Oving Conservation area and identifies negative features that might be improved. The management proposals set out a programme for further work, based on the issues identified.



1.6 Policy Review

Adopted Planning Policy Context

The current Development Plan for Chichester includes the adopted Chichester Local Plan: Key Policies 2014-2029 (adopted July 2015) and the Chichester Site Allocation Development Plan Document (DPD) 2014-2029 (adopted January 2019).

Adopted Chichester Local Plan: Key Policies 2014-2029

The adopted Chichester Local Plan sets out the policy framework and long-term strategy that will guide decisions on planning applications and development for Chichester District (excluding the area within the South Downs National Park) up to 2029. Oving falls within the East-West Corridor sub-area, in which the District Council seeks to enhance the role of Chichester City as the District's main centre and develops the role of key settlements to its east and west, with the aim to create communities with good access to a range of employment opportunities and affordable housing for young people and families to balance the ageing population.

The Plan allocates land at Shopwyke for mixed use development as a sustainable urban extension of Chichester city (Policy 16), comprising 500 homes, at least 4 hectares of employment land, a neighbourhood centre/ community hub, open space and green infrastructure. Between 2012-2029, no additional specific housing provision is made for Oving Parish (Policy 5), but residential development may potentially come forward through rural exception sites limited to 100% affordable housing to meet local needs.

Adopted Chichester Site Allocations DPD 2014-2029

The Site Allocations DPD allocates an additional of 85 dwellings at the Shopwyke Strategic Development Location. The DPD also allocates Fuel Depot Site, Bognor Road (Policy CC7) and Springfield Park (Policy CC8) for industrial/warehousing uses.

West Sussex Waste Local Plan and Joint Minerals Local Plan

The Local Development Framework of Chichester also includes the West Sussex Waste Local Plan (adopted April 2014) and Joint Minerals Local Plan (adopted July 2018 with formal revisions adopted in March 2021), which set out the strategy for waste management and minerals supply in West Sussex until 2031 and 2033 respectively.

Emerging Chichester Local Plan Review and Evidence Base

The Chichester Local Plan is currently under review with its Preferred Approach 2016-2035 document published for consultation between December 2018 and February 2019. The emerging Plan remains to identify no additional specific housing provision for Oving Parish (Policy S5), but makes additional strategic allocations for development. In particular, the draft Plan retains allocation at Shopwyke for 585 dwellings (Policy AL2) and proposes a new site allocation on land east of Chichester for residential led development including 600 dwellings (Policy AL3).

A range of evidence base documents are being prepared in support of the review of the Local Plan, including a Housing and Economic Land Availability Assessment (HELAA) published in March 2021, which provides the council's technical assessment of the deliverability and developability of sites for housing or economic development. The assessment itself does not imply allocation or granting of planning permissions. Of the potential sites assessed (excluding sites that are already in the planning process), one site is discounted while others are considered to be developable:

HELAA ID	SITE ADDRESS	PROPOSED SITES	ASSESSMENT SUMMARY
HOV0001	Westside House	Residential	Deliverable and Developable for 30 dwellings
HOV0005a	Drayton Manor Former Landfill Site	Residential	Deliverable and Developable for 500 dwellings
HOV0006	Lansdowne Nursery	Residential	Deliverable and Developable for 48 dwellings
HOV0011	Chichester Garden Centre	Residential	Deliverable and Developable for 55 dwellings
HOV0012	Sherwood Nursery	Residential	Deliverable and Developable for 15 dwellings
HOV0013	Land at Shopwyke Industrial Centre	Residential	Deliverable and Developable for 20 dwellings
HOV0015a	Land at Oving Manor	Residential	Deliverable and Developable for 9 dwellings
HOV0016	Land west of Gribble Lane	Residential	Deliverable and Developable for 48 dwellings
HOV0017	Land east of Drayton Lane	Residential	Deliverable and Developable for 700 dwellings
HOV0018	Land west of Jubilee Hall	Residential	Discounted due to the presence of woodland TPO
HOV0019	Land surrounding Oving	Residential	Deliverable and Developable for 1440 dwellings

HELAA ID	SITE ADDRESS	PROPOSED SITES	ASSESSMENT SUMMARY
HOV0020	Land at Drayton	Residential	Deliverable and Developable for 500 dwellings
HOV0023	Land west of Shopwyke Grange	Residential	Deliverable and Developable for 25 dwellings
HNM0017a	Land south of Bognor Road	Employment: E(g), B2, B8	Deliverable and Developable for 66,900sqm
HNM0021a	Land at Chichester Food Park	Employment: E(gii/iii), B8 (specialist)	Deliverable and Developable for 34,000sqm
HOV0007	Drayton Depot	Employment: E(g), B2, B8	Deliverable and Developable for 12,000sqm
HOV0005a	Drayton Manor Former Landfill Site	Mixed Uses: E(a-g) F1, F2	Deliverable and Developable for 6,400sqm
HOV0011	Chichester Garden Centre	Mixed Uses: E(a) (g), B8, C1	Deliverable and Developable for 4,000sqm
HOV0020	Land at Drayton	Mixed Uses: E(a-g) F1, F2	Deliverable and Developable for 5,600sqm

The Oving Neighbourhood Plan needs to be in general conformity with the strategic policies of the Local Plan and have due regard to the emerging development documents.

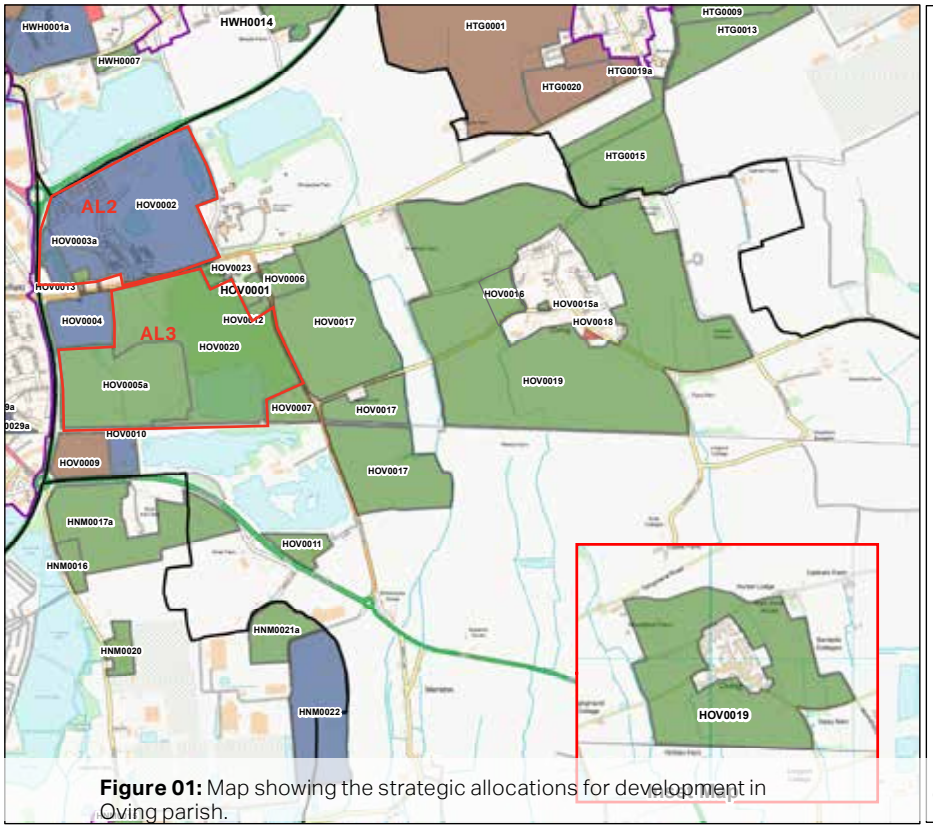


Figure 01: Map showing the strategic allocations for development in Oving parish.

Legend

- SDNP Boundary
- Settlement boundary
- Parish boundary
- Developable
- Discounted
- Planning Permission/Under Construction
- Site Allocation
- Regeneration Area

1.7 Area of study

Oving Parish is located in a rural setting in West Sussex, approximately 3km east of Chichester. It is also close to the villages of Tangmere to the north and Runcton to the south.

The Parish is serviced by the A27 to the north and A259 to the south which offer connections to Brighton and Littlehampton to the east, Portsmouth to the west and Bognor Regis to the south.

In addition, the B2144 and mainly the C roads within the Parish connect Oving village and the surrounding hamlets, Shopwyke, Drayton, Merston, Colworth and Woodhorn, with the historical city of Chichester, as well as Tangmere and Runcton.

In terms of public transportation, a railway line runs through the middle of the Parish, with the nearest stations located in Chichester and Barnham, approximately 3km and 6km from the Parish respectively. In addition, bus services are quite limited with one bus stop available along Oving Road, adjacent St Andrews Close. More specifically, four buses, 55, 85, 85A and 655 run through Oving Road connecting with Chichester, Barnham, Arundel, Tangmere and Fontwell. In addition, bus 700 runs from Brighton to Porstmouth along the A259 every 20 minutes. In general, bus services are limited to one per day offering no flexibility for its users.

There is a number of local facilities and services in the Parish. St Andrews Church located on Church Lane, Gribble Inn, the Oving Jubilee Village Hall, some bed n' breakfast accommodations and a sports clinic can be found in Oving Village. In addition, there are also other facilities, including a nursery, Westbourne House Private School, businesses and farms found throughout the Parish in the surrounding hamlets. In general, the Parish mainly relies on Chichester to provide local goods and services.

Oving Parish is situated in the middle of agricultural land that has been farmed for many centuries, explaining the large number of farmsteads. The fields are used for both farming and grazing.

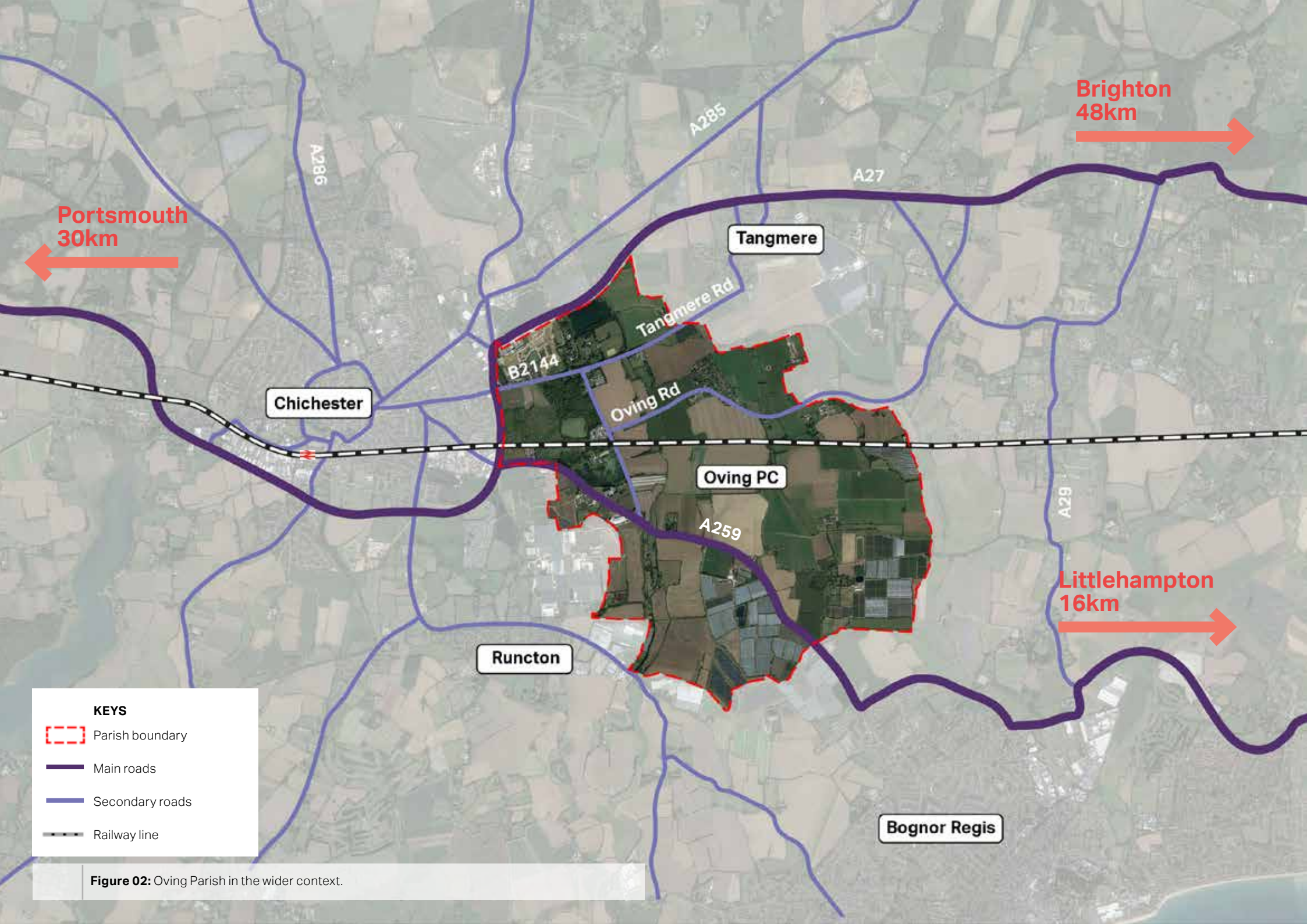


Figure 02: Oving Parish in the wider context.



Local character analysis

02

2. Local character analysis

This chapter describes the local context and key characteristics of Oving Parish related to heritage, built environment, streetscape, views, landscape and topography.

2.1 Historic evolution and pattern of the hamlets

The village of Oving dates back to the 16th century, at this time there was a group of buildings that surrounded the Church of St Andrew. Around the 1870, as shown in F.3, Oving village was arranged in an almost circular layout with the church, manor and associated farm buildings on the south-east side. To the north, the area which now lies outside the conservation area boundary remains gardens and a large field.

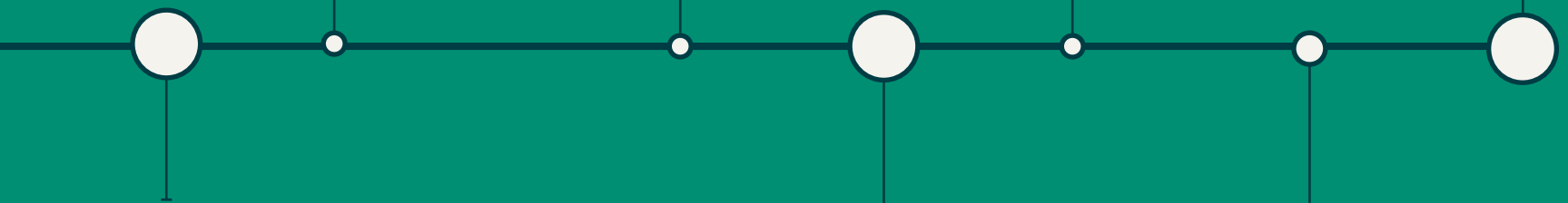
Shopwyke hamlet dates back to the 11th century, when the manor of Shopwyke was built. Other important landmarks in the hamlet are Shopwyke Manor Farm, Shopwyke House, Shopwyke Hall and Shopwyke Grange. Westbourne House school and the nurseries were built after 1907.

Drayton hamlet played an important role in the past as it was one of the original stations on the train line serving the local agricultural community. There was no road to Oving, only up to Shopwyke and on to Chichester and Goodwood, but there was a footpath. Drayton Manor, an early-18th-century house with walls of whitened brickwork, a plastered coved eaves cornice, and tiled roof, is an important historic building.

The hamlet of Merston was absorbed into Oving Parish in 1933. Important buildings in the hamlet include the St Giles church along Marsh Lane, the Old Parsonage and Merston House. The hamlet has not changed in size significantly since 1838. The canals form an interesting part of the history of the area as the idea of linking the centre of Chichester to the sea, through the canals, was suggested in 1585 and built in 1820 as part of the London to Portsmouth Canal. In particular, the route took the canal through Colworth and south of Merston. The line of the canal is still visible today through Colworth at Bridge Cottages and at Merston where a number of bridges still exist.

Colworth and Woodhorn hamlets are the prebendal manors of Oving. Their surroundings have long been an important agricultural area with many farms located in close vicinity. There has been little development in both hamlets apart from modernisations and extensions.

In terms of topography, Oving is not a location that is blessed with dramatic changes in undulation. The Parish lies on the flat plain that stretches eastwards from Chichester towards Arundel and Bognor Regis. This flatness of the topography provides long views towards the cathedral spire in Chichester and to the north, to the South Downs.



13th Parish Church as it is seen today is built in Oving.

St Giles Church Built.

14th The Old Parsonage was built.

16th Oving Manor along with several other houses in the Parish contain remnants that would suggest them being around in the 16th century.

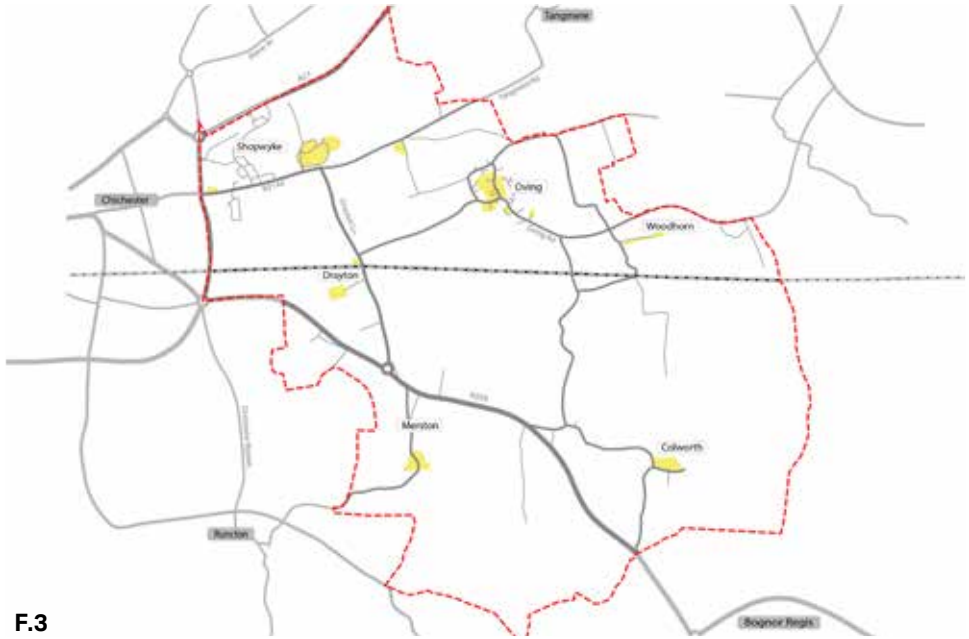
17th Large houses and farm buildings had been built in the Parish.

18th Shopwyke Hall, Grange and Drayton Manor House all date to early 18th century.

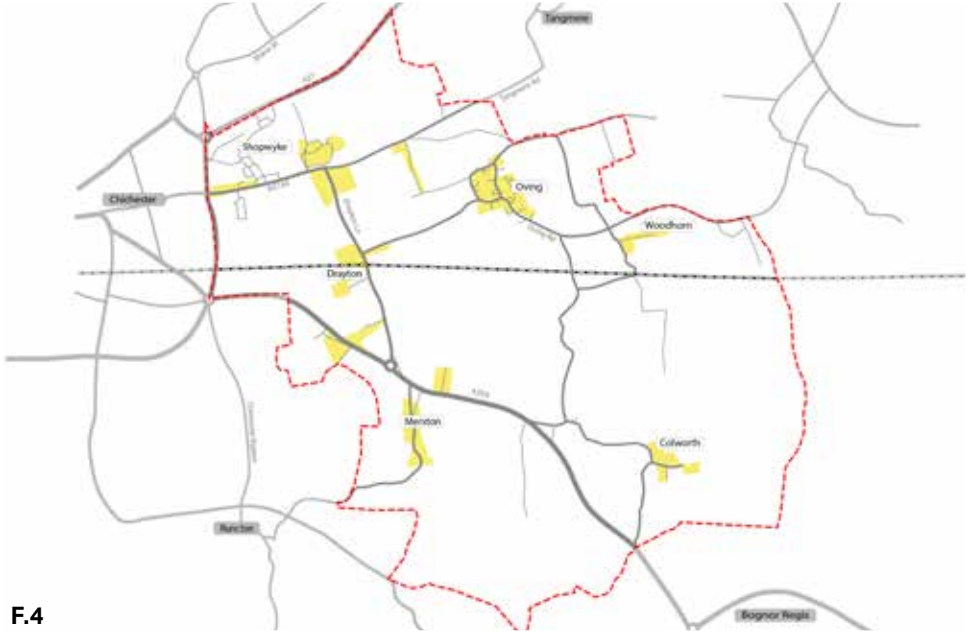
19th The village school was founded in 1839 by Miss Woods, who was also responsible for the Almshouses. and Farm Cottages.

The hamlet of Merston was absorbed into Oving Parish.

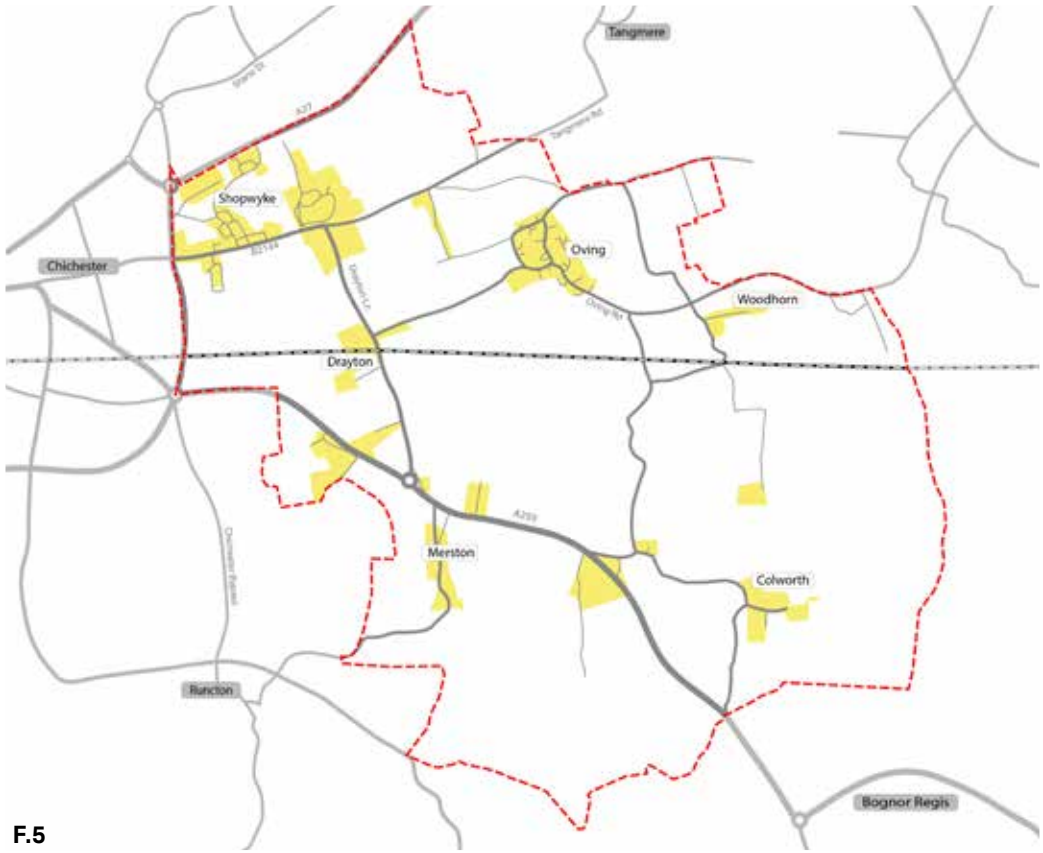
20th Further development (mainly residential) took place, with each of the hamlets growing in size.



F.3



F.4



F.5

KEY

- Parish
- Built-up area
- Road network
- Railway line

Figure 03: Historic evolution of Oving Parish in around 1870.
Figure 04: Historic evolution of Oving Parish in around 1970.
Figure 05: Historic evolution of Oving Parish after 2000.

2.2 Landscape character

The landscape of Oving Parish contributes to its recognisably West Sussex south coast plain identity. In particular, the landscape of Oving Parish is characterised by Forested Plateau to the west covering Shopwyke and Drayton hamlets, whilst the rest of the Parish is characterised by Low South Downs Farmland. Both landscapes are suitable for agricultural purposes, hence the long history of farming in the area.

Part of the area constitutes a landscape gap between Chichester and Bognor Regis, and the woodland around Shopwyke Road/Drayton Lane acts as a landscape buffer between Chichester and the rural countryside.

This flatness makes the landscape susceptible to flood risk due to the many water courses that run throughout the Parish. This has an important impact on Merston, where large parts of the hamlet are within flood risk zones 2 and 3, and on the east side of Oving village. In addition, a flood relief scheme, built in the 1990s after a serious flooding of Chichester, runs through the parish.

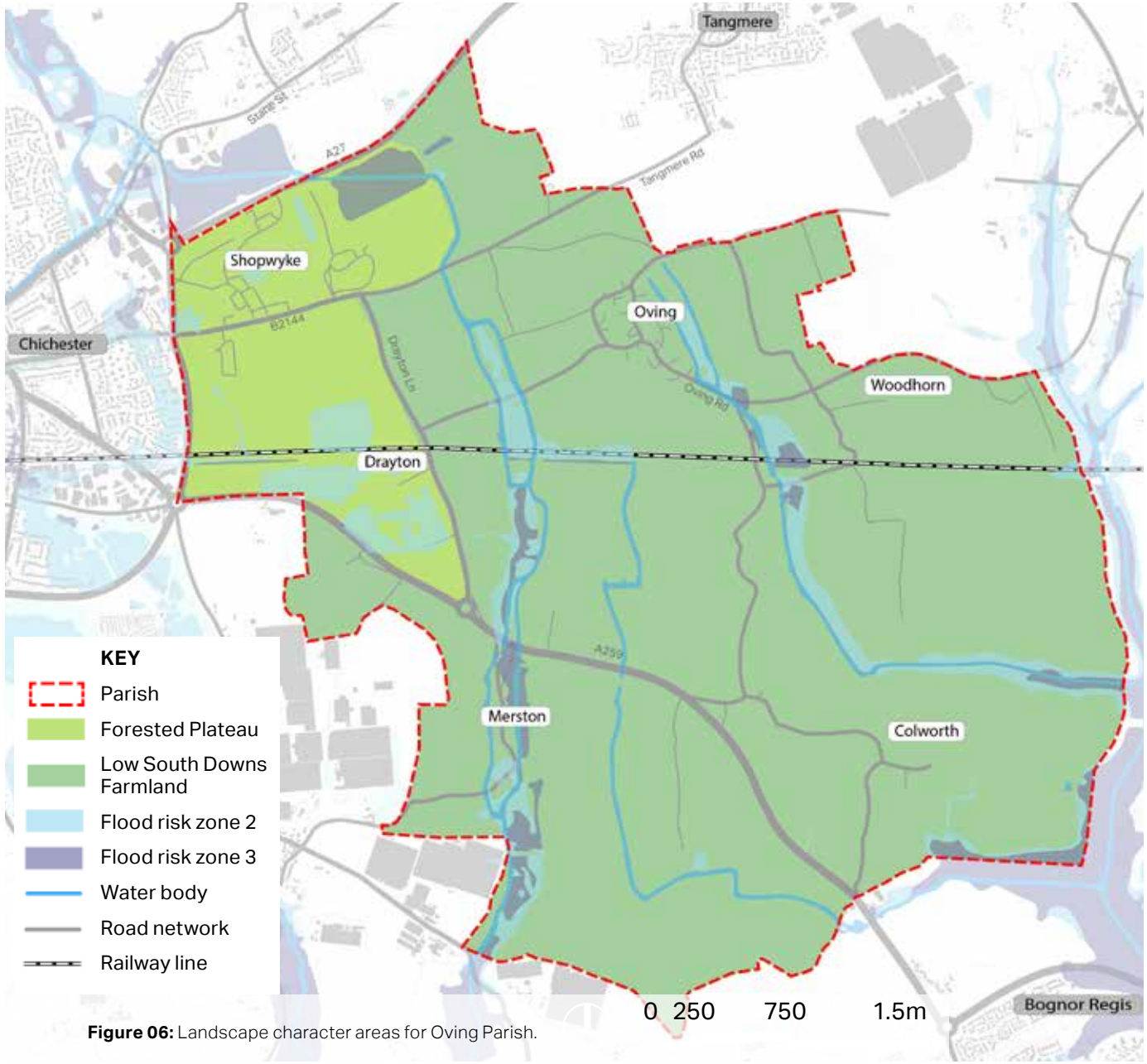


Figure 06: Landscape character areas for Oving Parish.

2.3 Land-based designations

There are not many land-based designations in the parish. However, there are small pieces of land in Shopwyke, south of Oving and Woodhorn and southwest of Drayton, designated as deciduous woodland. There is low density of hedgerows and hedgerow trees with occasional shelterbelts.

The area west of Drayton Lane and south of Tangmere Road is designated as National Forest Inventory, whilst in the southeast of the parish there is evidence of the presence of water voles[1]. In addition, deep drainage ditches cut across the landscape, providing good habitats for a variety of small mammals.

Chichester District Council has also identified areas of ecological interest including strategic wildlife corridors[2] that run through the east, south and west of Oving parish.

1. At the moment this is just a survey area, but if it is proved that voles are present, it would have ramifications on any development in that area.
2. The Wildlife Corridors are out for consultation and the indicated areas on the map are subject to change.

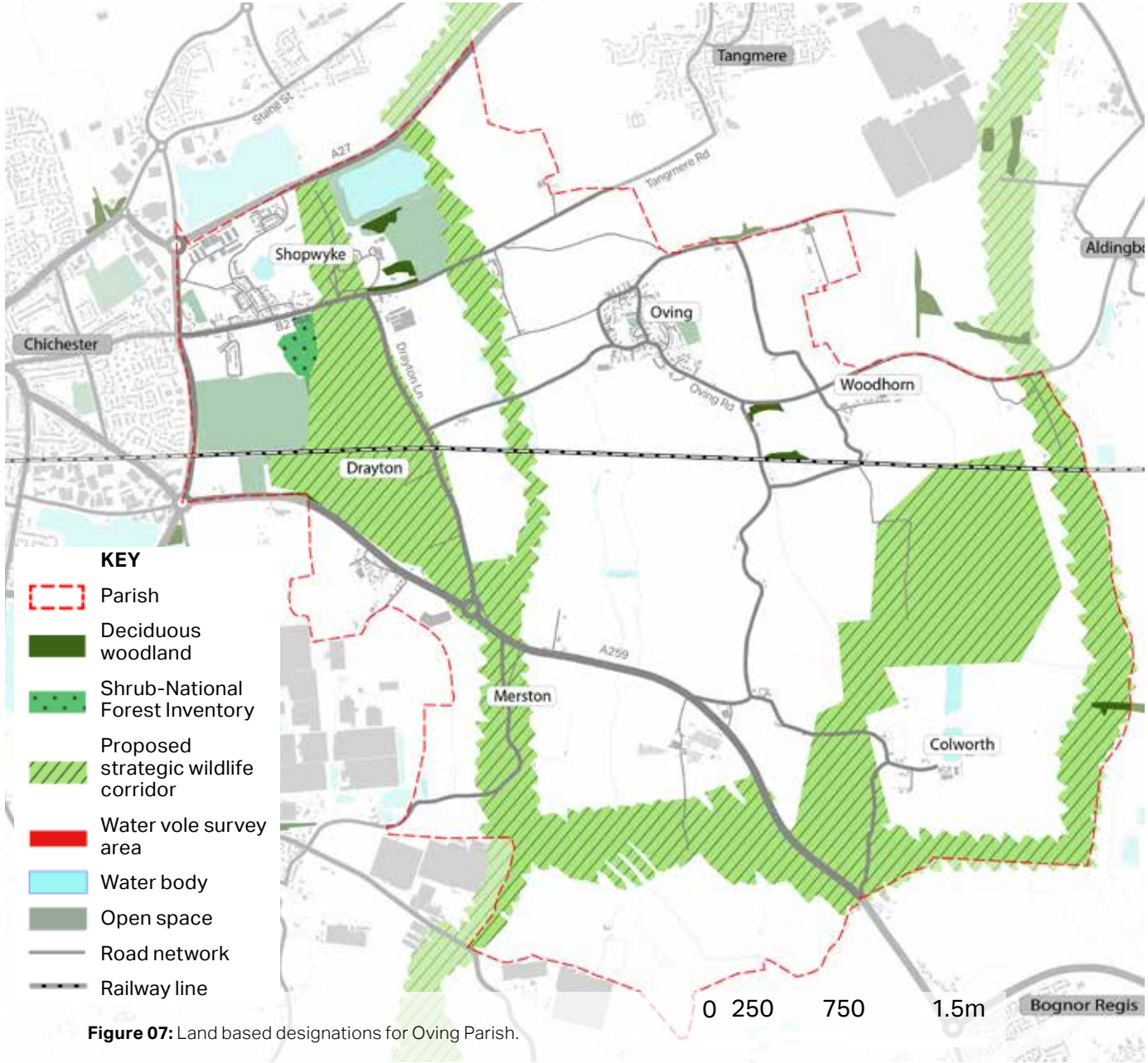


Figure 07: Land based designations for Oving Parish.

2.4 Heritage, views and landmarks

Inside the Parish boundary there are over 20 Grade II listed buildings. These are accompanied by one Grade I and one Grade II* listed building, St Giles Church and Shopwyke Hall respectively. This suggests that Historic England sees it as an area with heritage value that needs to be protected by statutory policy.

The majority of the listed buildings are found in Oving village, where there is also a designated conservation area that covers a large part of the hamlet. There are 14 listed buildings altogether, of which the best group is formed by St Andrew's Church, the almhouses and the former school. Other listed buildings are also found in Merston, Drayton and Shopwyke hamlets.

Another unique characteristic of the Parish, immediately associated with the flatness of the landscape, is the number of important short and long-distance views. For instance, the view of Oving Church and Manor from the High Street, the view of the 900-year-old Chichester Cathedral and St Giles Church or the views towards the natural beauty of the South Downs, Halnaker windmill and Goodwood grandstand.

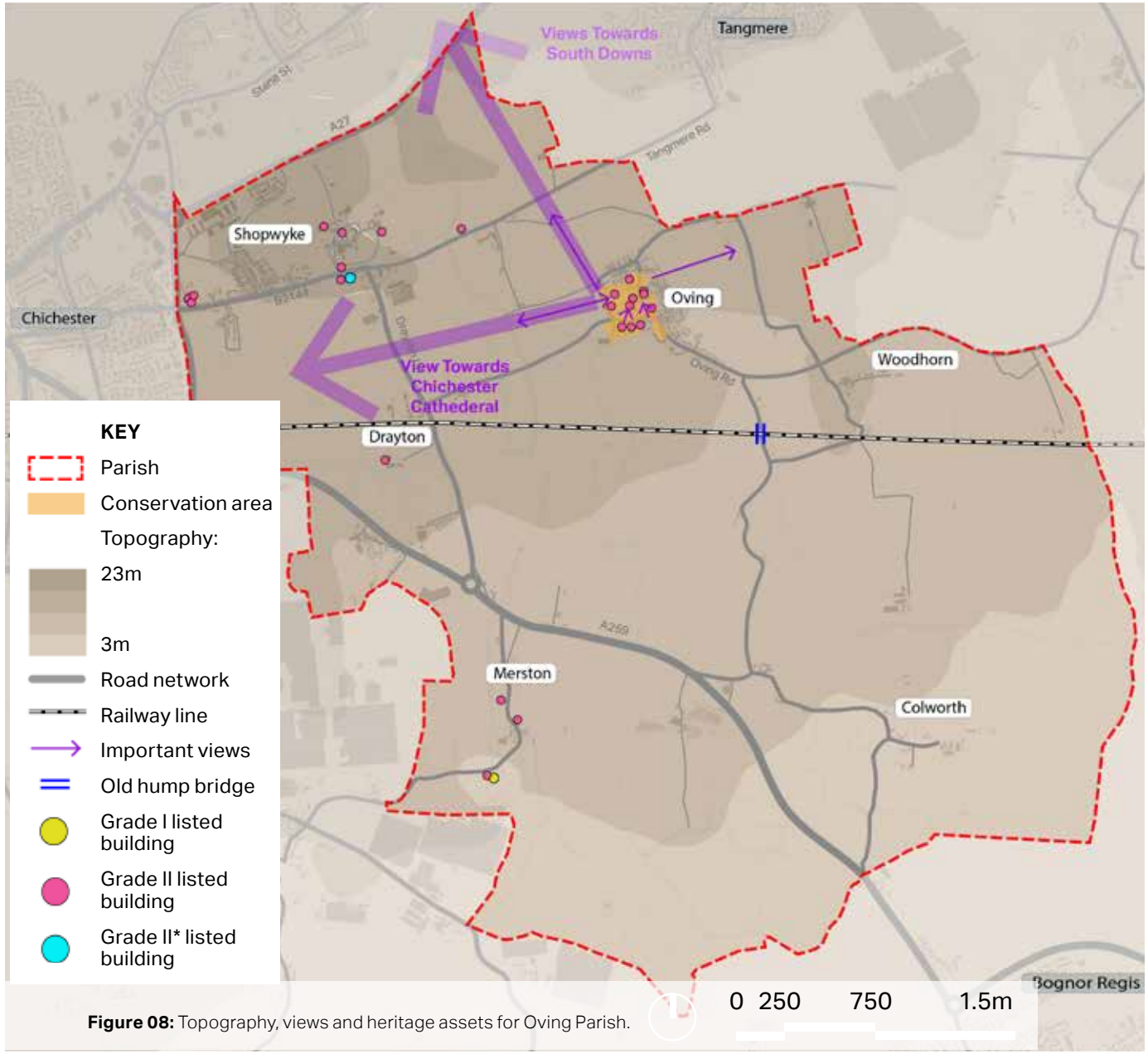


Figure 08: Topography, views and heritage assets for Oving Parish.

2.5 Access and movement

Oving Parish is situated in between of two cities, Chichester to the west and Brighton to the east, whilst also being below the South Downs National Park and above the English Channel. Given this, it is understandable that the majority of movement networks are from east to west.

The primary road (A27) servicing the Parish runs east to west, whilst A259 offers connections to the south towards the coast. Secondary B-road, B2144, running through Shopwyke and Drayton hamlets, connects Oving Parish with Chichester, whilst tertiary streets offer connections throughout the Parish with Oving village and the rest of the hamlets. Local streets have a cul-de-sac layout.

There is a number of footpaths and bridleways (Public Rights of Way) within the Parish. However, the footpath and cycle connections, other than to Tangmere, are poor as they do not follow either desire lines or have safe or secure separation from traffic.

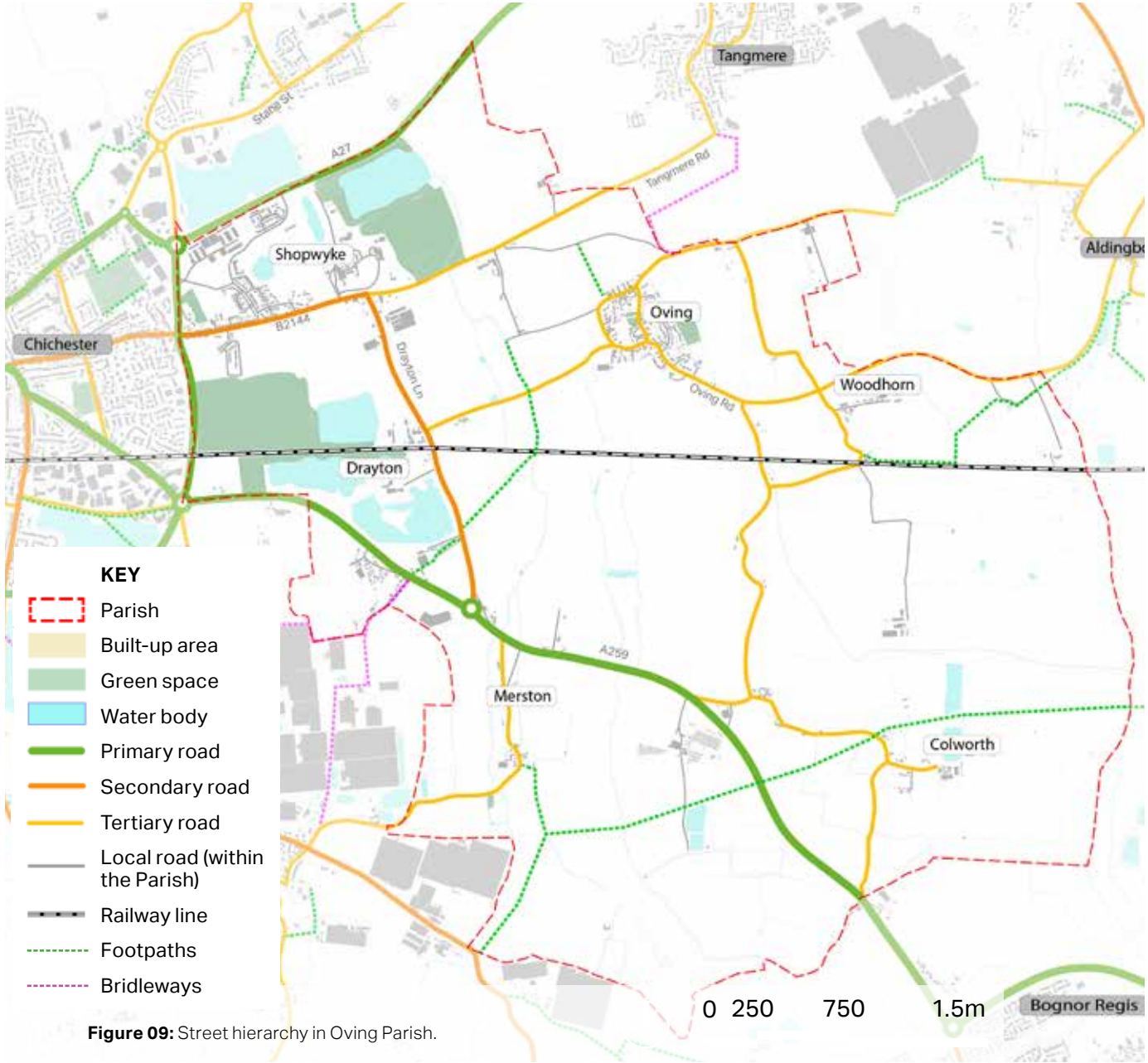


Figure 09: Street hierarchy in Oving Parish.

2.6 Oving village character

Oving village is located to the northeast side of the Parish and it is serviced by a main road, the High Street, which is the main entrance to the village. The character of the road is a meandering country lane, with pavement on one side and green verges, mature trees and hedging on both sides. There are also some examples of hard boundary treatments, like flint walls, which characterise many properties along the High Street and offer visual interest.

Church and Gribble Lanes have a slightly different character from the High Street. Church Lane is bordered with strong tree belts or hedges in several places, whilst density is lower in comparison to other parts of the village allowing for larger building plots with spacious gardens.

Gribble Lane, on the other hand, is adjacent open fields along the western boundary offering long-distance views to Chichester Cathedral and South Downs. Its eastern side is characterised by mainly late 20th development, where density goes higher, with relatively smaller plots than those along Church Lane.

Permeability is enhanced in the village due to the circular layout of those three streets, whilst the rest of the local roads have cul-de-sac layouts. In addition, the open space along Drewitts Mews offers a shortcut, access by pedestrians only, to Gribble Lane to the north.



Figure 10: Main road and entrance to the village with pavement on one side, wide green verges, large street trees and occasional flint walls, High Street.



Figure 11: Church Lane offers a slight different rural character from the main road with significant rows of trees and hedgerows along the road increasing the sense of enclosure.



Figure 12: North of Gribble Lane is mainly characterised by recent development while also offering views to the open fields.

The traditional sign post located in grassy verges along the High Street/ Church Lane creates the 'village green' and helps orientation. Other open spaces within the village include:

- St Andrews churchyard is the only public open space in the village located in the central core;
- Private open space along Drewitts Mews is part of a recent housing development including an area of grass with an attractive pond;
- 19th century graveyard along Church Lane which is currently only partly within the conservation area and offers views over open fields at its very end;
- Private land north of the High Street includes two areas of neglected land which are visible from the street; and
- Recreation ground to the east of the village accessed via footpaths from Highfield Lane.

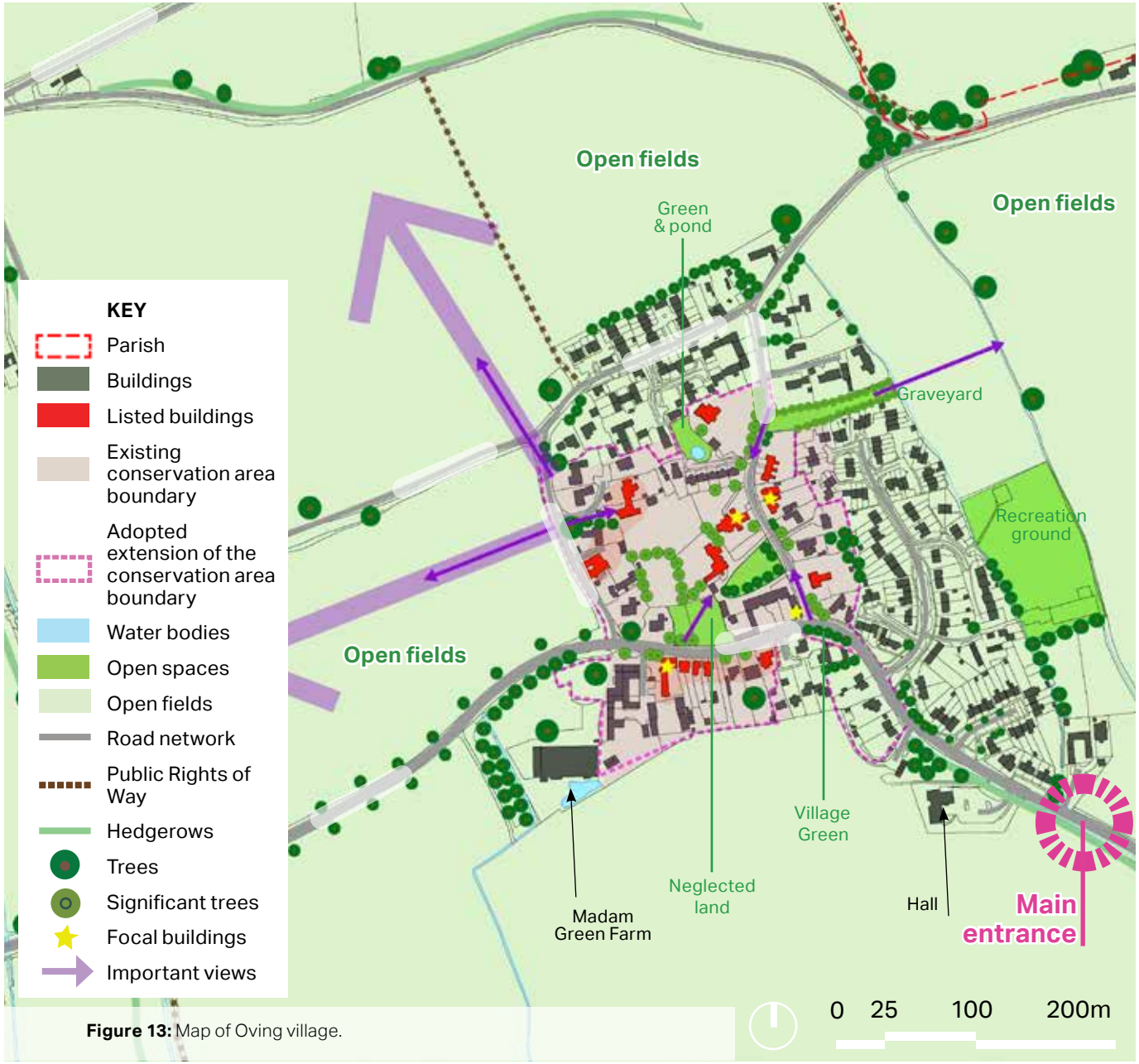


Figure 13: Map of Oving village.

2.7 Other hamlets

Apart from Oving village, the Parish is made up of 5 other hamlets of varying sizes; Shopwyke, Merston, Drayton, Colworth and Woodhorn.

F.14 shows the locations of each of those hamlets as well as how they relate to each other spatially.

A brief analysis of the hamlets will follow in the next pages accompanied by relevant maps and photos.

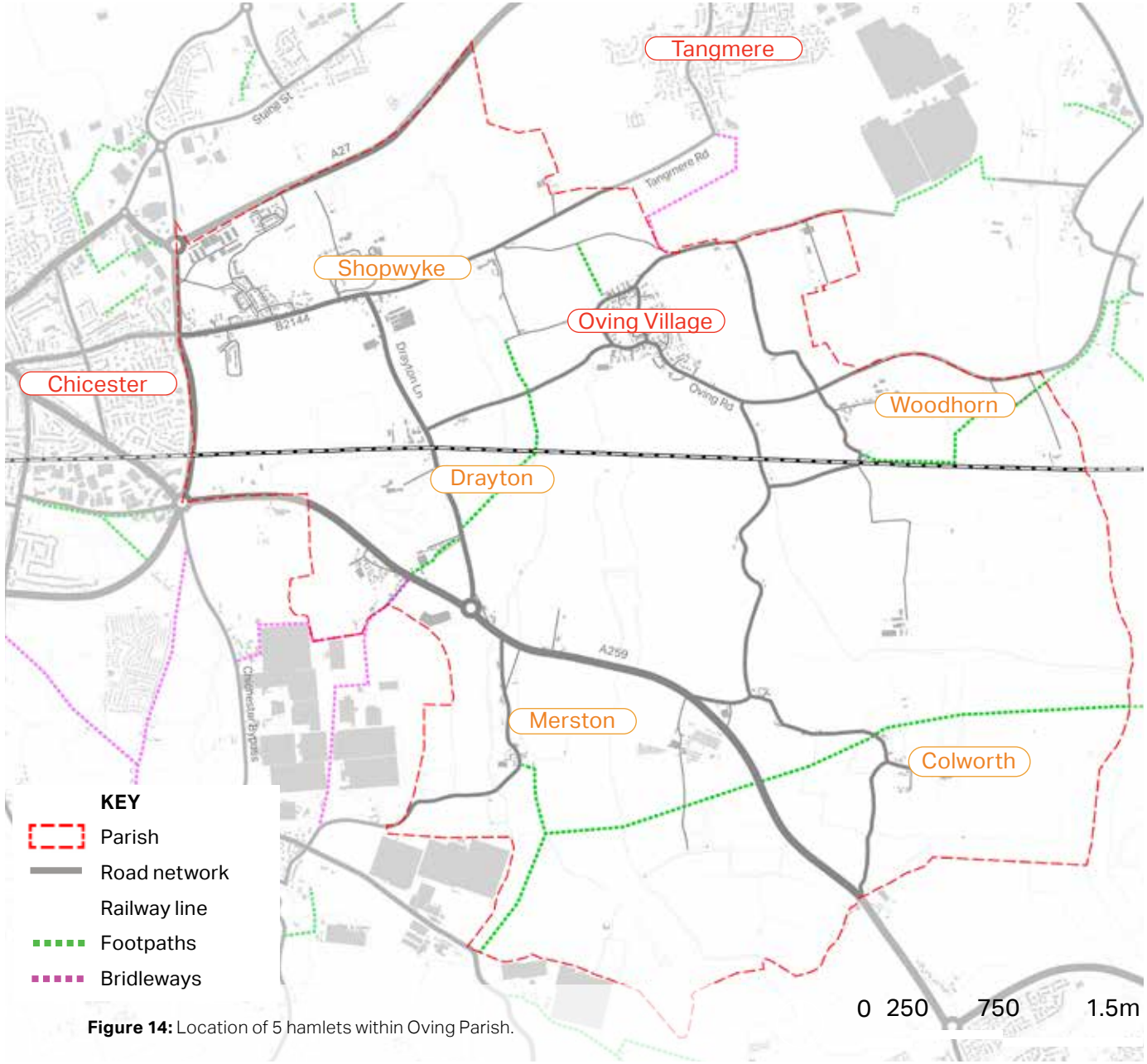


Figure 14: Location of 5 hamlets within Oving Parish.

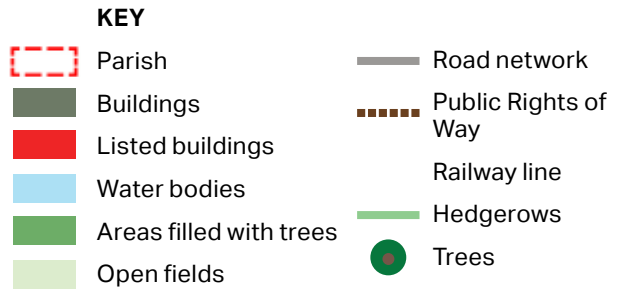
Drayton

Drayton is located to the west of the parish and is split in half by the railway line. There is a small cluster of three, 1 and 2-storey buildings, including the Highground Cottage, set along Oving Road, with regular buildings lines and plots. Boundary treatments include high hedgerows, trees and green verges. To the north, the open fields offer open views.

West Sussex Highways office, comprised of a cluster of buildings with varied rotations, is located along Drayton Lane. The boundary treatment includes steel fencing as well as some vegetation and large trees. The rest of the houses along Drayton Lane are accessed via long driveways without having active frontages along the main road. Those include St Lewis Close and the driveway leading to Drayton House.

Footpath connections are also available just south of the Manor house which links Drayton with Oving via the countryside.

The water features prevail in this hamlet with large ponds to west of Drayton Lane and ditches to the east.



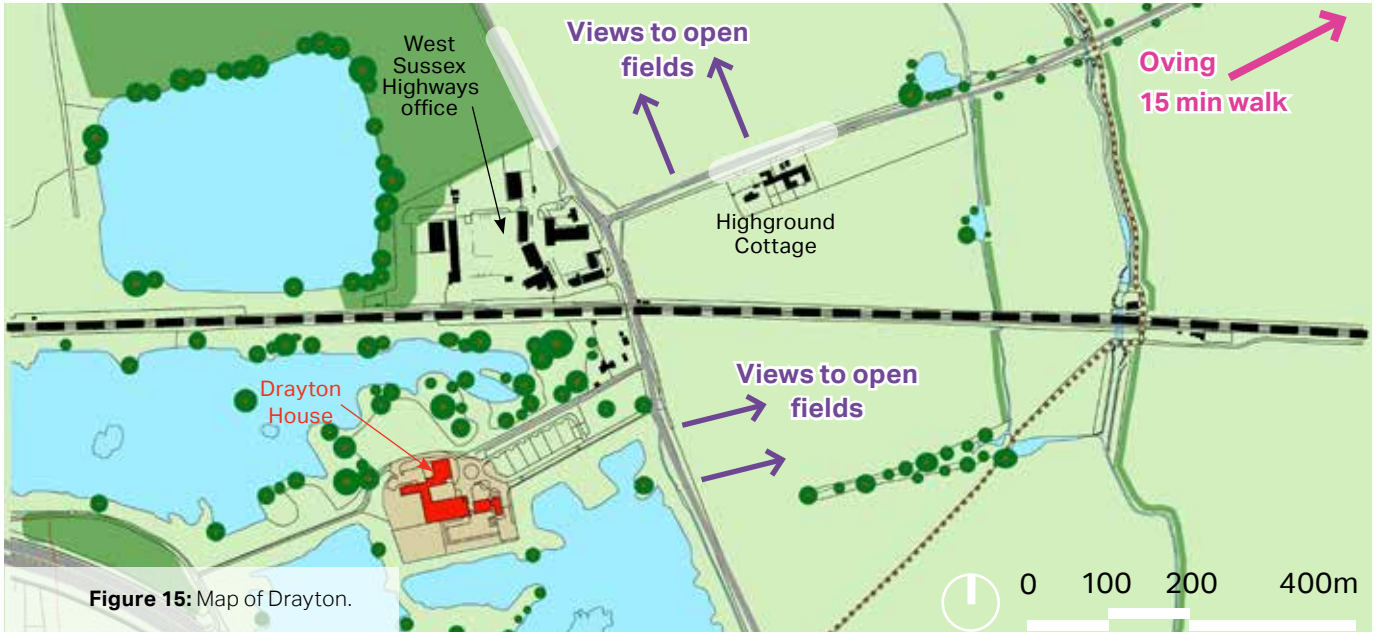


Figure 15: Map of Drayton.



Figure 16: Junction on Drayton Lane and Oving Road.



Figure 17: Entrance to the West Sussex Highways Office.

Shopwyke

Shopwyke is located to the north west of the Parish bordering the city of Chichester, only being separated by the A27. The oldest part of the hamlet to the east is composed of cul-de-sac meandering streets with no pavements, bordered by green verges, hedgerows, trees as well as occasional low and medium height brick and flint walls. Building lines are irregular following the road layout and buildings are well set back from the road allowing for spacious front gardens. There is also a cluster of houses set along to the east end of Shopwyke Road with small or no front gardens and therefore, directly facing the street.

Developments to the west are more recent including a linear development along Shopwyke Road with fairly regular building lines and plots, as well as two cul-de-sacs developments to the north and south of the road. Those developments have a different character from the old part of the hamlet with limited vegetation, front gardens and rural irregularity that adds on the rural character.

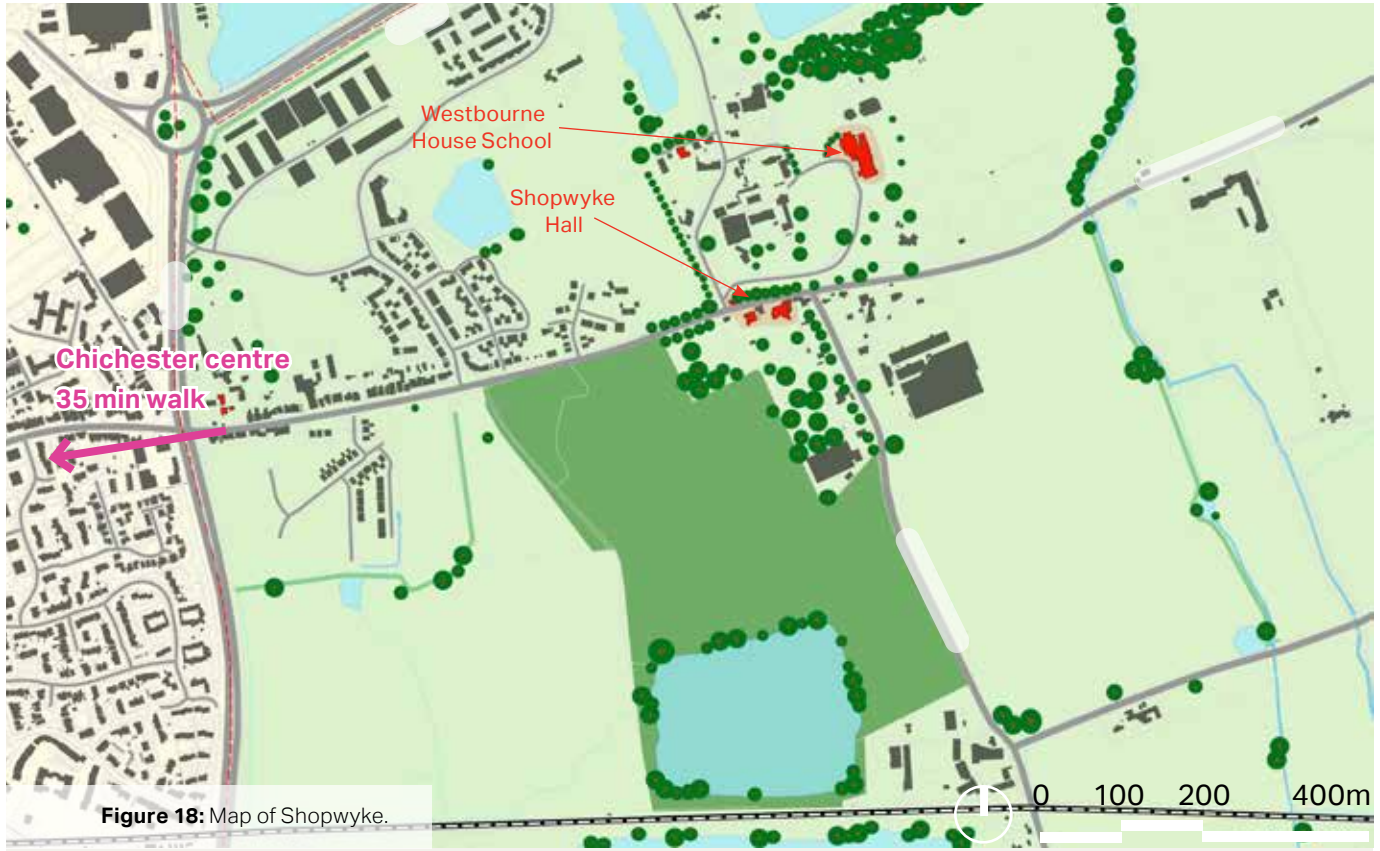


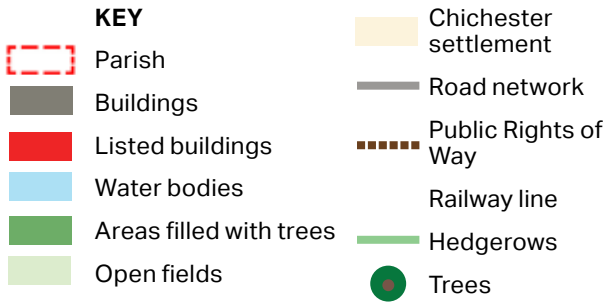
Figure 18: Map of Shopwyke.



Figure 19: Oldest part of the hamlet characterised by rich vegetation where houses are set back from the road and are not easily visible from the street, Coach Road.



Figure 20: Recent development characterised by limited vegetation, front gardens and lack of architectural character, Longacre Way.



Colworth

Colworth is a small hamlet located to the south-east of the Parish, just north of the Bognor Road.

This hamlet is composed of several houses spread along the rural road. The relationship between the houses and street varies depending on the vegetation and building setbacks. More particularly, there are houses facing directly the street, whilst others cannot be easily seen due to the rich vegetation. Occasionally, there is also the possibility for open views to the countryside when vegetation is limited.

In addition, the rest of the houses in the hamlet are set along a cul-de-sac street with irregular setbacks and building plots. The rural street is bordered with flowers, low height flint walls, large street trees and hedgerows. At the end of the street, there are two farms, Manor and Hollycroft farms.

There is a public footpath that crosses the northern boundary of the hamlet, providing good east to west connectivity.

KEY

- Buildings
- Water bodies
- Open fields
- Road network
- Public Rights of Way
- Hedgerows
- Trees



Figure 21: Map of Colworth.



Figure 22: There are examples of properties set closely along the rural lanes overlooking the road.

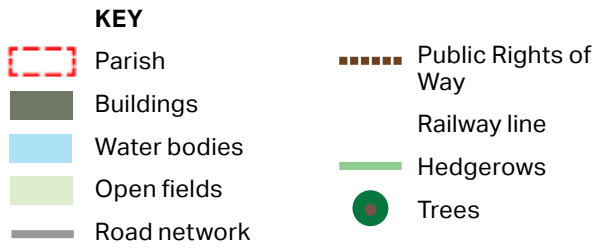


Figure 23: Rich vegetation borders the rural lanes and gives a countryside feel.

Woodhorn

Woodhorn is a small hamlet located just off Oving Road, to the east of the Parish. Similarly to Colworth, this hamlet lies within Low South Downs Farmland character area. The business centre hosts around 20 SMEs.

The buildings in this hamlet are spread along Woodhorn Lane and the cul-de-sac that leads to Woodhorn Farm, now used as accommodation. Both lanes are rural in character bordered with rich vegetation, hedgerows and trees limiting the views to the houses from the street. Where vegetation is lower on Woodhold Lane, some open views to the countryside to the west are possible, whilst the cul-de-sac street is also bordered by hard boundaries, like flint medium height walls and houses or warehouses facing the street directly. Houses on the north side of the street are slightly elevated due to the landscape gaining some open views to the open fields to the south. There is also a railway crossing that gives access to Reeds farm. A footpath runs from the south edge of the hamlet, along the railway line, through the countryside, towards Woodgate and Aldingbourne.



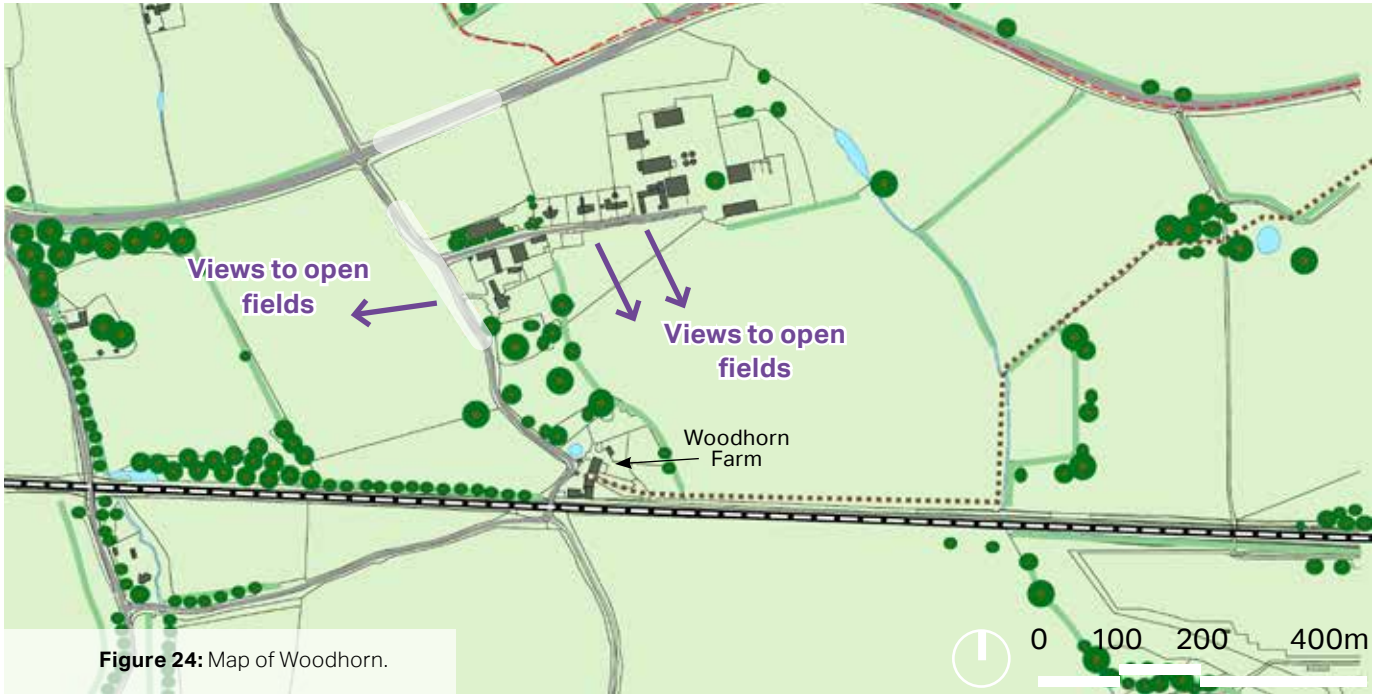


Figure 24: Map of Woodhorn.



Figure 25: Local example of soft and hard boundary treatments in Woodhorn.



Figure 26: Open views to the surrounding countryside.

Merston

Merston is a charming hamlet which is located in the south west of the Parish. The entrances to the hamlet from the north, signalised by appropriate signage, are two rural narrow lanes with green verges and large street trees on the side allowing for open views to the countryside on the other side. When Marsh Lane becomes one street it keeps the same rural character bordered with hedgerows, flint and brick walls, and occasionally timber fencing.

The houses, including converted barns, have a variety of setbacks from the street offering a visual interest. To the south of Marsh Lane, the cluster of red brick houses, that typify the hamlet, have small setbacks from the street increasing the level of enclosure.

Moving towards the south, open views to the countryside and the canal are available followed by a spectacular view to the listed church of St Giles.

Public footpaths to the south of the hamlet provide connections towards Colworth and a chance for people to get outside and enjoy the beautiful landscape.

In terms of flooding, this hamlet lies within flood risk zones 2 and 3 which means that sustainable drainage measures will need to be implemented in new development to mitigate any negative impact.

To the north-west of the hamlet, a high-rise employment building, located along the A259, dominates the flat landscape and creates a negative visual impact.

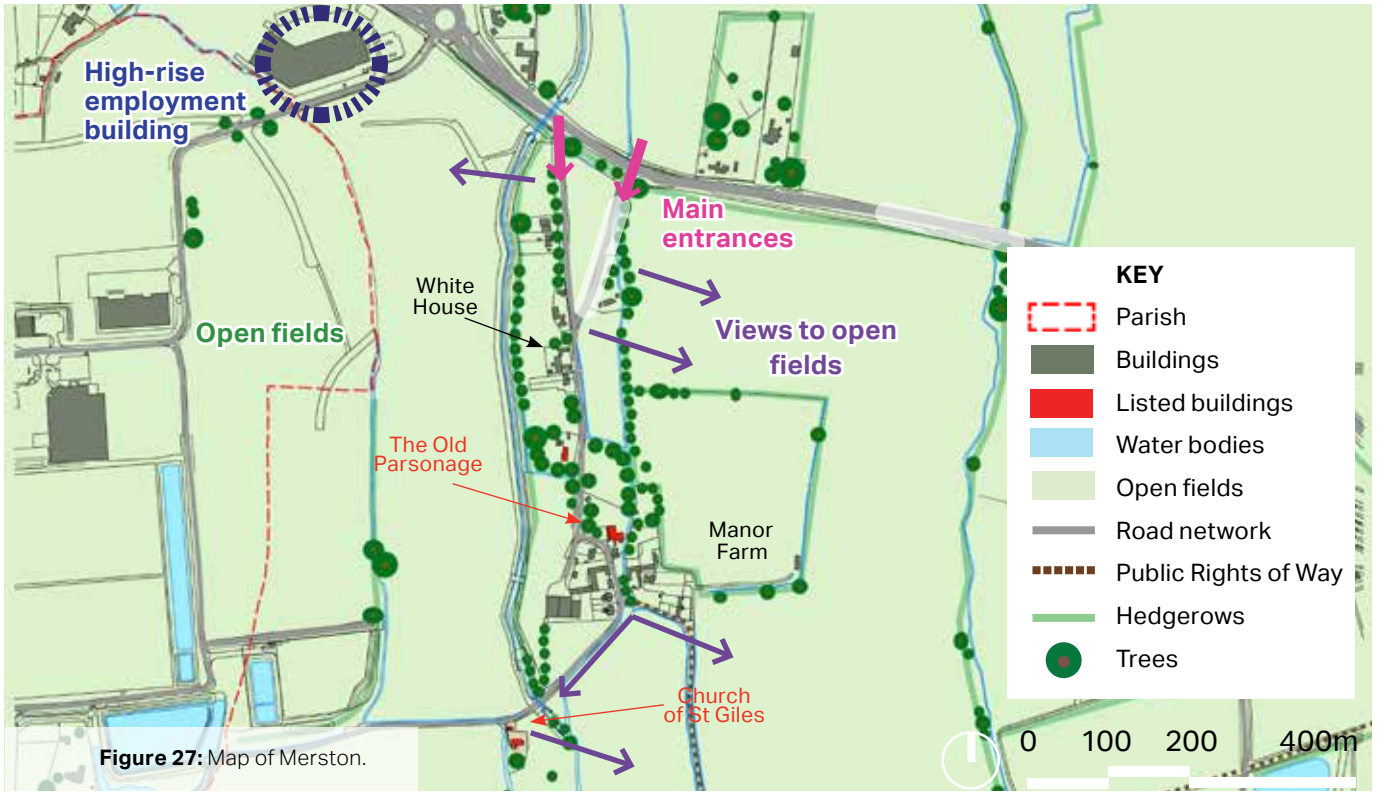


Figure 27: Map of Merston.



Figure 28: Properties setting back from the rural street and bordered with hedgerows and large street trees, Marsh Lane.



Figure 29: Cluster of houses to the south, including converted barns into residential, with smaller setbacks from the street help increase the level of enclosure, Marsh Lane.



Design guidelines & codes

03

3. Design guidelines and 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.

3.1 Place making

What urban 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.

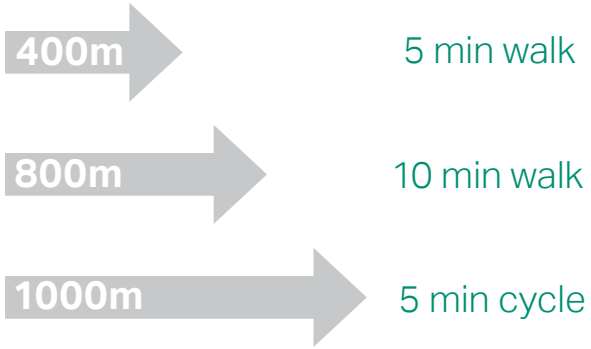


Figure 30: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

3.2 Walkable places

Creating new walking routes which are well connected to the existing network should be a prerequisite for any new development in Oving Parish. It is important to create short connections between the Oving village and the rest of the hamlets, as well as between the Parish itself and surrounding settlements like Chichester city, Aldingbourne, Tangeme and Runcton.

The success of a place is influenced by how walkable it is. It is good practice to plan new homes within a 400 metres walking distance (= 5 minutes) of bus stops and within 800 metres (= 10 minutes) of convenience stores or community buildings.



3.3 General principles and guidelines

The design guidelines and codes, with reference to Oving Neighbourhood Plan Area, will follow a brief introduction of the general design principles.

The guidelines and codes developed in the document focus on residential environments including new housing development in Shopwyke, as well as any potential in-fill or small scale development or housing extension within Oving village and the surrounding hamlets.

In any case, considerations of design and layout must be informed by the wider context, considering not only the immediate neighbouring buildings, but also the landscape and rural character of the wider locality. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a development.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area. Therefore, some design principles that should be present in any design proposal are:

- Respect the existing pattern of the village and the surrounding hamlets to preserve the local character;
- Respect the heritage, landscape and key views identified in the Parish;
- Aim for high quality design that reflects and respects the local vernacular within and outside the conservation area;
- Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;
- Harmonise and enhance existing village and hamlets in terms of physical form, architecture and land use;

- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features; and
- Aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area.

3.4 Oving design guidelines and codes

This section introduces a set of design principles that are specific to Oving Parish. These are based on:

- Baseline analysis of the area in Chapter 2;
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life 12 Documents which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Steering Group.

The codes are divided into **5 sections**, shown on the next two pages, each one with a different number of subsections. Each section and subsection is numbered (e.g DC.01) to facilitate its reading and consultation. The first section applies to any future development within Oving village and the surrounding hamlets, whilst the rest of the codes apply to any new development in Shopwyke (areas AL2 and AL3) and Drayton.

Design Codes for Oving village and hamlets

Theme	Code	Title
DC.01 In keeping with local character	1	Heritage, views, heights and landmarks
	2	Development affecting heritage assets
	3	Set in rural landscape/ development edges
	4	Patterns of growth within the rural landscape
	5	Housing extensions and conversions
	6	New houses and infill development

Design Codes for new development in Shopwyke (areas of AL2 & AL3)[1] and Drayton

Theme	Code	Title
DC.02 Access and movement	7	Accessible and attractive footpath network / access to the countryside
	8	Prioritise walking and cycling
	9	People friendly streets
	10	Parking and servicing
	11	Cycle parking
DC.03 Landscape, nature and open space	12	Create a green network
	13	Biodiversity
	14	Water management
	15	Trees
	16	Open spaces

1. Please see those areas in Fig.01.

Theme	Code	Title
DC.04 Built form	17	Development layout
	18	Building heights
	19	Density
	20	Housing mix
	21	Continuity and enclosure
	22	Legibility and wayfinding
	23	Boundary lines, boundary treatment & corner treatment
	24	Materials and architectural details
	25	Hard landscaping, materials and street furniture
	26	Street lighting

Design Codes on sustainability for new developments in Oving Parish

Theme	Code	Title
DC.05 Sustainability	27	Minimising energy use
	28	Lifetime and adaptability
	29	Minimising construction waste
	30	Recycling materials and buildings
	31	Reducing car use
	32	Electric vehicle charging points
	33	Storage and slow release
	34	Permeable paving

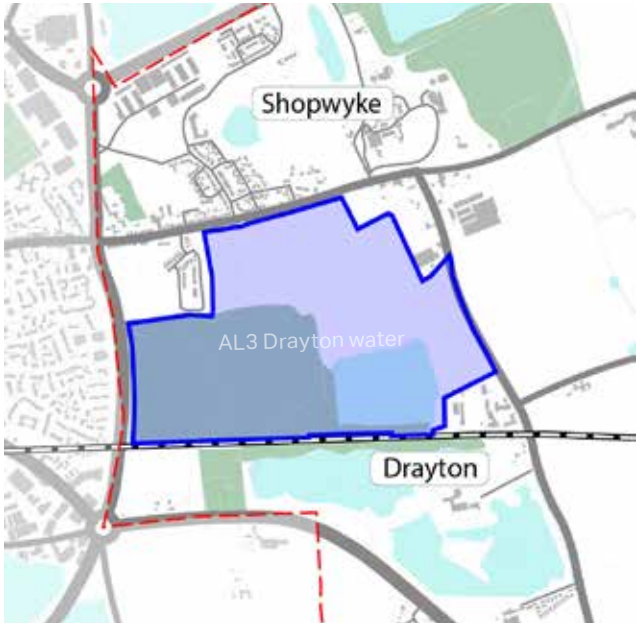


Figure 31: Shopwyke and Drayton, areas of potential new development where the second set of codes will be applied to.

Design Codes for Oving village and hamlets

Code.1 Heritage, views, heights and landmarks

Oving Parish has a rich heritage dating back to pre-history times both in terms of structures, buildings, landscape, views and landscape features. Therefore, any new development needs to be aware of their existence and stimulate ways in which those assets could be further promoted and protected. Some design guidelines are:

- Scenic values and tranquillity of the countryside views should be retained and enhanced in future development;
- New development proposals should maintain visual connections to the surrounding landscape and long views out of the Parish. Development density should allow for spaces between buildings to preserve views of countryside setting and maintain the perceived openness of the hamlets;
- Potential employment buildings within the rural landscape should be setback from the road bordered with rich vegetation to mitigate any visual impact from the road. In addition, the height of new employment buildings should be sensitive to the surrounding flat landscape and not generally exceed 3 storeys. For example, the scale and massing of the existing high rise employment building at the junction of Drayton Lane and the A259 on the south dominates the flat landscape and blocks long-distance views to the countryside;
- Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes. Creating views and vistas allows easily usable links between places;
- Gaps between buildings, open views and vistas should be respected and aim to demonstrate the significance of a landmark asset; and
- The landscape gap between Oving and Tangmere is characteristically important to the area and therefore should be respected on this merit.



Figure 32: Long-distance view to the countryside towards the south, along High Street.



Figure 33: Local example of a corner building, West Lodge, that due to its historic significance and its relationship with the street, it acts as a landmark for the hamlet, Shopwyke.

Code.2 Development affecting listed and unlisted heritage assets

There are several elements of historic significance in Oving Parish which make a positive contribution to the character of the area. In particular, the grade I, II and II* listed buildings, scattered amongst the hamlets, which include historic landmarks like St Andrews' Church, the Manor House, Drayton Manor House and Shopwyke Hall, as well as other unlisted heritage features of interest. 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, as shown in F.8 & 13. 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;
- Gaps between buildings, open views and vistas should be respected and aim to demonstrate the significance of the asset; and
- The historical setting of the listed buildings in Shopwyke as well as the tree lined character on Shopwyke Road should be preserved by any development.



Figure 34: Examples of listed buildings within Oving Parish that should be respected and appropriately integrated into new development through proposals for rich physical boundary treatments and generous gaps.

Code.3 Set in rural landscape/ development edges

Oving Parish has a strong rural landscape which should not be undermined by new development. Some design guidelines on how new development should treat development edges are:

- Development adjoining public open spaces and important gaps should either face onto them to improve natural surveillance or have a soft landscaped edge;
- New development should conserve existing native trees and shrubs along the lanes as well as incorporating any green asset within design. Any unnecessary loss of flora should be avoided. For example, the woodland screening between the AL3 and the listed buildings, as well as the dense tree corridor along Drayton Lane should be preserved;
- Abrupt edges to development with little vegetation or landscape on the edge of the development should be avoided;
- New development should preserve the option 1 of the landscape gap between Bognor and Chichester as outlined in the Chichester Local Plan Review 2035, as well as the landscape gap between Oving village and Tangmere;
- Biodiversity and woodlands should be protected and enhanced where possible. For example, the woodland to the west of Drayton Lane should act as a natural screening and barrier between extended Chichester and rural countryside;
- Ensure that small and isolated woodlands in the parish are linked to larger green areas nearby to protect connectivity of habitats and biodiversity;
- Landscape schemes should be designed and integrated with the open fields to avoid coalescence with other neighbouring settlements; and
- Edges must be designed to link rather than segregate existing and new neighbourhoods. Green corridors can provide additional pedestrian and cycle links that will contribute to the successful integration with the Parish.



Figure 35: Example of an edge lane somewhere in UK, where buildings front the landscaped area, while shared surfaces allow different users to co-exist peacefully.



Figure 36: The rural character of Coach Road offers a gradual transition from the urban environment to the rural countryside.

Code.4 Patterns of growth within the rural landscape

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding countryside.
Some design guidelines for small scale development within Oving village and the surrounding hamlets are:

- New development should preserve the landscape setting of Oving Conservation Area and the transition between the settlement fringe, the open countryside and the landscape gap between the village and any proposed development east of Chichester;
- New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact, while also preserving key views;
- New development should be within the village footprint or a modest development annexed to it, while also protecting important views as identified in F.13;
- New development must demonstrate a good understanding of the scale, building orientation and enclosure of the surrounding built environment (no.1);
- Development densities should reflect the character of the village and surrounding hamlets;
- The size of plots and their pattern should be varied to contribute to the rural character (no.2);
- New development should create a diversified building line to shape short and long-distance views (no.3);
- Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided.
- Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green network strategy (no.4); and
- Appropriate signage should be incorporated along the road or in central 'village greens' to indicate the low speed limits or provide navigation (no.5).

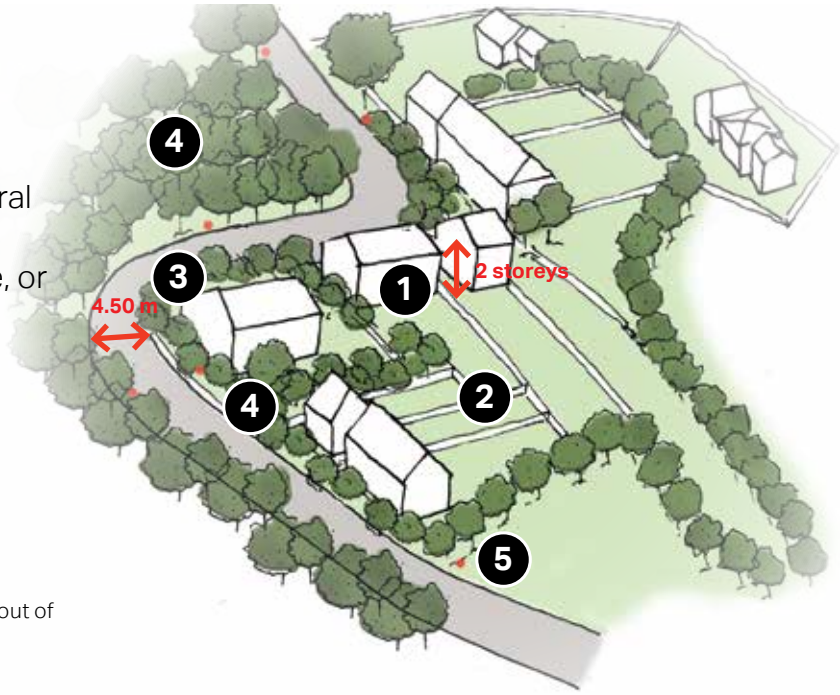


Figure 37: Illustrative plan for a rural edge development highlighting design elements, related to the pattern and layout of buildings.

Code.5 Conversions of agricultural buildings into housing and housing extensions

Conversions

Oving Parish has a rich history in farming and agriculture; therefore, a good percentage of the built environment is composed by agricultural building units.

A good number of those has been converted into housing and therefore design guidance is needed to ensure that the outcome does not undermine the original use of the building. Some design guidelines are:

- Avoid domestic add-ons such as chimneys, porches, satellite dishes, domestic external lighting and hanging baskets;
- Retain features characteristic of historic working buildings such as openings, which should not filled in, ventilation slots and any use-specific historic additions;
- New openings should generally be avoided, and kept to a minimum when necessary;
- Avoid features such as dormer windows. If rooflights are used, they should be sited discreetly so as to not become a feature in the landscape;
- Existing brickwork should be reused or reclaimed. Consideration should be given to the material source and matching the colour, texture, size and bond of the existing brickwork;
- Courtyards should be surfaced in a material that reflects its rural setting. Farmyards should remain open and not be divided by fences or walls;
- Parking spaces should not be formally marked out; and
- Boundary brick walls should be left intact, and not chopped through or reduced for access or to create visual splays.

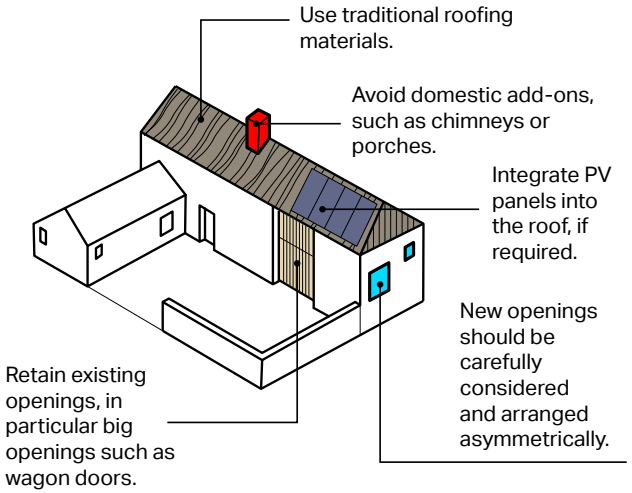


Figure 38: Diagram to illustrate some design principles for the conversion of agricultural buildings.



Figure 39: Positive example of conversion of agricultural buildings into housing, Church Lane.

Extensions

Extensions to dwellings can have a significant impact not only on the character and appearance of the building, but also on the street scene within which it sits.

A well-designed extension should enhance the appearance of its street, whereas an unsympathetic extension can create problems for neighbouring residents and affect the overall character of the area. Therefore, some design guidelines on housing extensions are needed and presented below:

Side extensions

- Side extensions should not detract from the appearance of the building, its surroundings and the wider rural setting;
- Single-storey and double storey side extensions should be set back from the main building and complement the materials and detailing of the original building;
- The roof of the extension should harmonise with that of the original building; flat roofs should be avoided; and
- Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear extensions

- The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light; and
- A flat roof is generally acceptable for a single storey rear extension.



Figure 40: Local positive example of a side extension that respects the existing building in terms of scale and building materials.

Code.6 New houses and infill development

Infill development is not generally accepted within the Parish and each application is considered on its merits. Proposed designs should be appropriate and sensitive to the rural setting and therefore, some design guidelines are needed and presented below:

- Infill development should complement the street scene into which it will be inserted. It needs to reflect the materials, scale, massing and layout of the surrounding properties;
- The above elements also need to be considered in relation to topography, views, vistas and landmarks. In particular, important views identified in F.8 & 13 should not be blocked by any new development; and
- New building lines should be reasonably consistent along a street with existing buildings.





Figure 41: Positive example of a recent infill development in Oving village that fits nicely into the local context in terms of scale, massing, architectural styles and details, Drewitts Mews.





Figure 42: Positive examples of infill development in Oving village that complement the local context through the use of local architectural styles, scale and massing, physical boundary treatments, Sampsons Drive.

Design Codes for new development in Shopwyke

Code.7 Accessible and attractive footpath network/ access to the countryside

Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking and cycling. Therefore, protection, improvement and design of existing and 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;
- Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity. For example, the Strategic Wildlife Corridors, as shown in F.7, could include footpath connections and other green links that could connect new development and form part of an integrated green infrastructure network;
- Design features such as gates or barriers to footpaths must be kept at a minimum and the latter must be avoided;
- Strategically placed signposts can 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; and
- Footpath network needs to be in place before first occupation of houses on the site.



Figure 43: Local example of a footpath with long distance views to the countryside.



Figure 44: Appropriate signage to indicate the footpath/cycle lane within a rural landscape, elsewhere in UK.

Code.8 Prioritise walking and cycling

There area a few public footpaths in the Parish. New developments should introduce well connected and attractive pedestrian and cycling routes to encourage residents to walk and cycle. Some guidelines for future development are:

- Varied links should be enabled and created to favour pedestrian and cycle movement. These routes should be always overlooked by properties to create natural surveillance and offer good sightlines and unrestricted views to make people feel safer;
- 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;
- Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be avoided; and
- All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists.



Figure 45: Edge of a settlement fronting a landscaped area, with footpaths/cycle lanes, grass areas, street furniture and trees, encouraging walking and cycling, elsewhere in UK.



Figure 46: Footpath integrated within residential development offering alternative walking and cycling routes to people, Great Kneighton, Cambridge.



Figure 47: Example of a green link (source: https://www.sustrans.org.uk/our-blog/opinion/2020/august/how-does-the-uk-government-s-gear-change-relate-to-the-national-cycle-network).

Code.9 People-friendly streets and green links

It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and, if applicable, public transport users. Some guidelines for future development are:

- Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users;
- It is important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles and it is well vegetated;
- Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures could be introduced by design;
- New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;
- Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide onward pedestrian links;
- Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and
- Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes. The next pages present illustrations examples of those street typologies.





Figure 48: Footpaths can provide alternative routes and encourage walking and cycling. Therefore, it is important to enhance and improve them where possible.

Primary streets

- Primary streets are the widest neighbourhood roads and they are also the main routes used for utility and emergency vehicles, as well as buses;
- Primary streets must be defined by strong building lines. Primary frontages alongside the road should include taller and more dense developments; and
- Street trees and/or green verges along the road should be provided to contribute to local biodiversity, and provide cooling and shading.

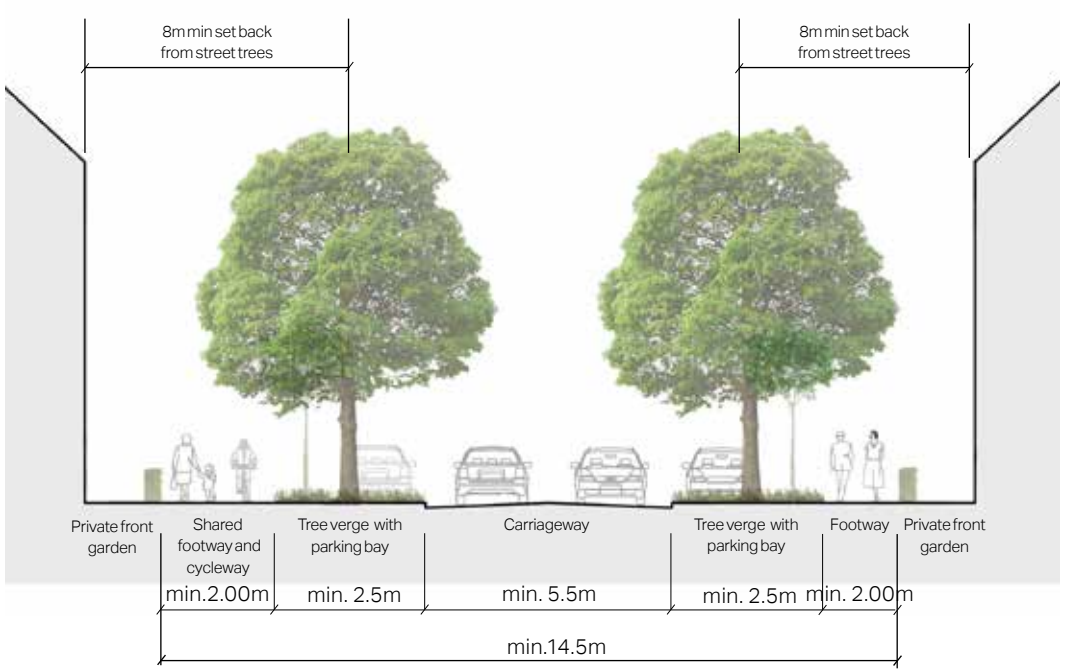


Figure 49: Cross-section to illustrate some guidelines for primary streets.

Secondary streets

- Secondary streets should accommodate carriageways wide enough for two-way traffic. On-street parking may be on or accommodated on the street or inset into green verges;
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced; and
- Where possible, secondary streets should be tree-lined on both sides.

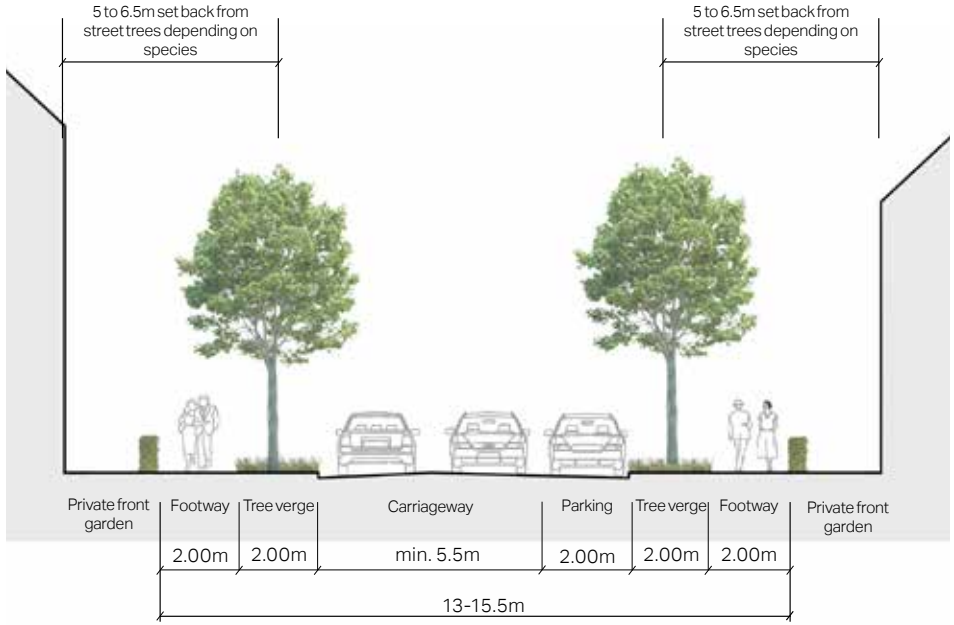


Figure 50: Cross-section to illustrate some guidelines for secondary streets.

Tertiary streets

- Tertiary streets have a strong residential character and they should be designed for low traffic volumes and low speeds, ideally 20 mph;
- These streets must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding;
- Tertiary streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks; and
- Street trees should be provided with suitable gaps, wherever possible.

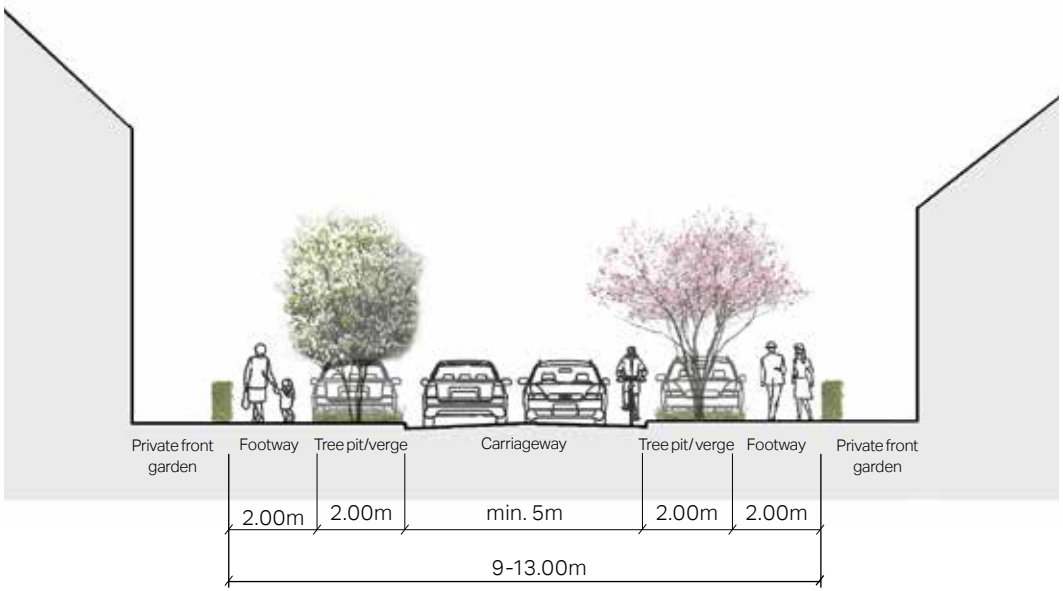


Figure 51: Cross-section to illustrate some guidelines for tertiary roads.



Figure 52: Example of a primary street with large street trees and green verges along the carriageway, Cambridge.



Figure 53: Secondary street with inset parking bays alternating with street trees on both sides of the street in Derwenthorpe, York.



Figure 54: Tertiary street with inset parking bays alternating with trees on both sides in Dewenthorpe, York.

Edge lanes

- All the edges of new development areas should be served by continuous Edge Lanes to provide high level of connectivity;
- Edge lanes are low-speed streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists; and
- Variations in paving materials and textures can be used instead of kerbs or road markings.



Figure 55: Cross-section to illustrate some guidelines for edge lanes.

Green links

- Green links should be located within minimum 7.5m wide corridor adjacent to retained green assets;
- Shared or segregated footpath and cycleway to be provided within corridor;
- Footpath and cycleway to be hard surfaced and constructed of bound material which may also combine with vehicle access;
- Combined width of unsegregated footpath and cycleway to be a minimum of 3.0m; and
- Where required, SUDs features to be incorporated into corridor beside the surface of shared footpath and cycleway.

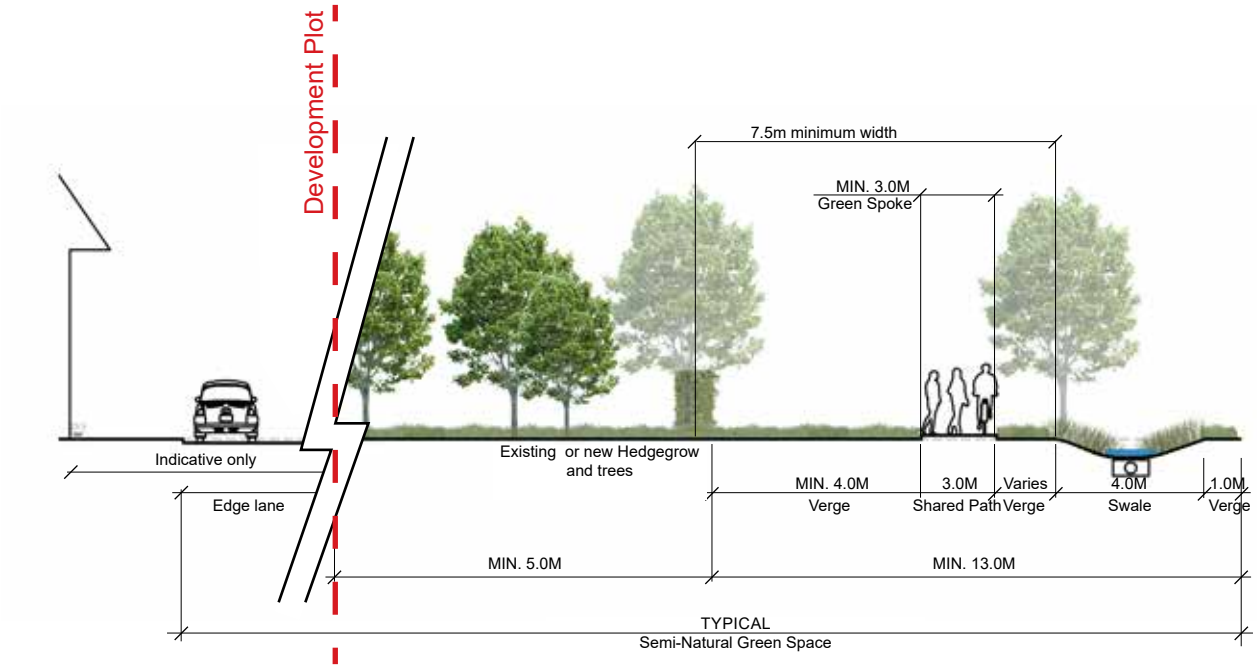


Figure 56: Section to illustrate some guidelines for green links.

Code.10 Parking and servicing

Although, the aim to create a good network of walking and cycling routes within Oving Parish is a priority, the demand for private cars still remains high, at the time of writing, and therefore car parking has to be carefully integrated into the design.

The car parking typologies found in the Parish are mainly on-plot parking; however, there are also cases of parking courts, on-plot garage parking and on-street parking.

Therefore, the design guidelines one the next pages will focus on the above mentioned typologies.

Guidelines for on-plot or on front car parking

- Parking should be well integrated into design so as not to dominate the public realm;
- High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the Parish; and
- Hard standing and driveways must be constructed from porous materials, to minimise surface water run-off and therefore, help mitigate potential flooding.

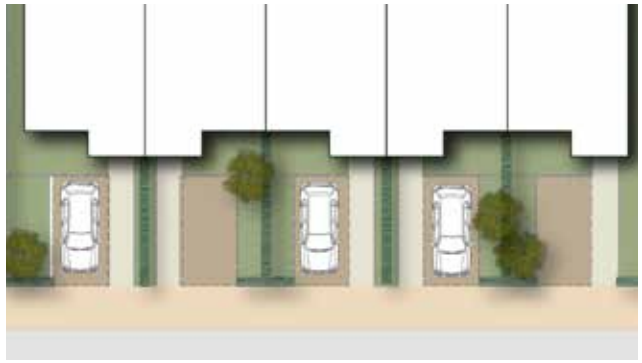


Figure 57: Illustrative diagram showing an indicative layout of on-plot front parking.

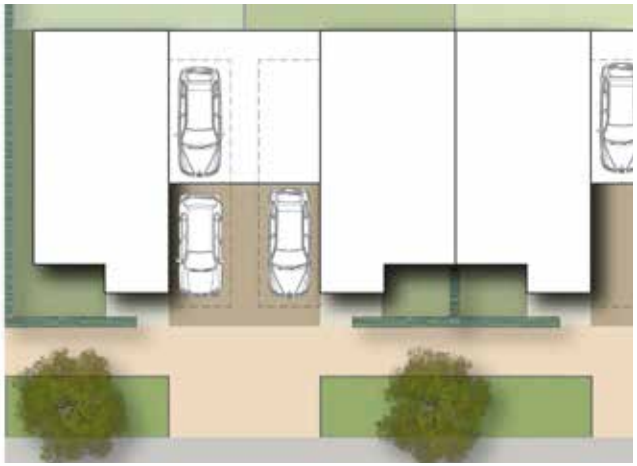


Figure 58: Illustrative diagram showing an indicative layout of on-plot side parking.

Guidelines for parking courts

- Parking courts should be acceptable for small building clusters and permeable paving should be used where possible;
- Parking courts must be overlooked by properties to increase natural surveillance; and
- Planting and vegetation should be integrated into design to soften the presence of cars and preserve the rural character of the area.



Figure 59: A courtyard with informal perpendicular and garage parking in Poundbury, Dorchester.

Guidelines for on-street car parking

- The streetscape should not be dominated by continuous on-street parking spaces. Where possible, tree planting and grass areas can be incorporated between parking bays to improve aesthetics;
- On-street parking can be parallel, perpendicular, or echelon in relation with the traffic speed and the traffic volume;
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles; and
- On-street parking should be wired to allow each bay to be able to charge electric vehicles.

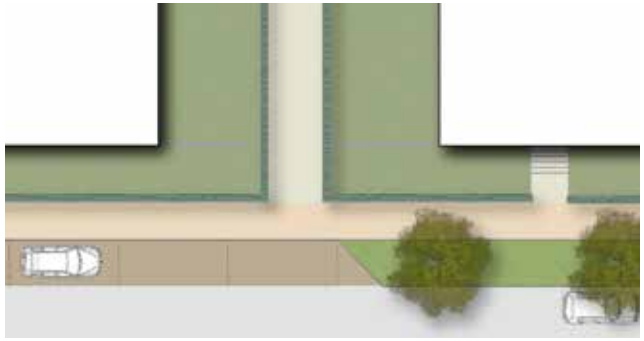


Figure 60: Illustrative diagram showing an indicative layout of on-street inset parking.



Figure 61: Example of on-street parking with parking bays and street trees to mitigate the impact of the cars on the streetscape, Poundbury.



Figure 62: Example of on-plot garage parking, Cambridge.

Guidelines for garages

- The use of garages should be avoided, if possible;
- Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and
- They should provide minimum 3m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.

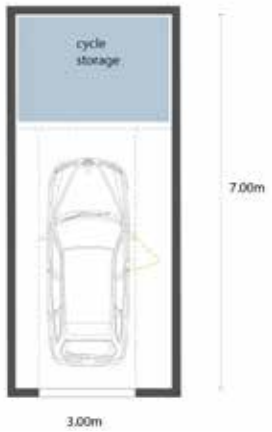


Figure 63: Indicative layout of a garage with a cycle storage area.

Code.11 Cycle parking

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 7m x 3m to allow space for cycle storage;
- Where possible, cycle parking should be accessed form 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 64: Example of cycle parking for houses without garages, Cambridge.

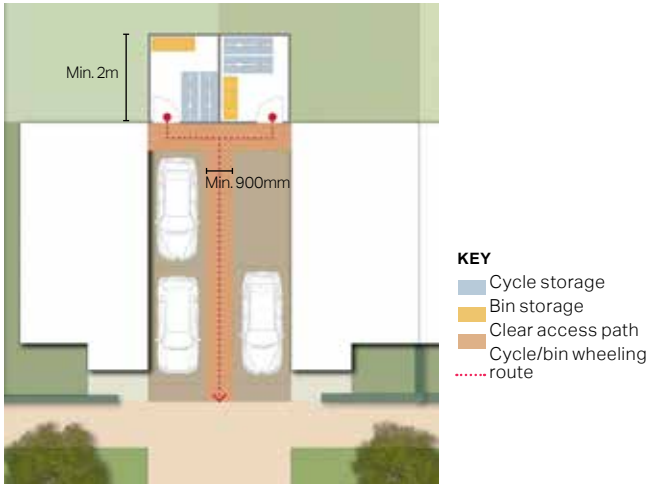
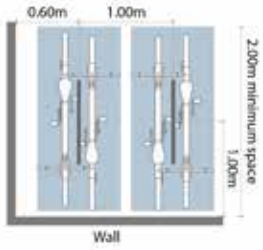


Figure 65: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.



F.65

Figure 66: Sheffield cycle stands for visitors and cycle parking illustration.

Code.12 Create a green network

A well connected green network should be created throughout the new developments to provide links to the countryside for people as well as habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity. Some design guidelines on green networks are:

- Green networks should link existing and newly proposed street trees, green verges, open spaces, villages and the countryside together;
- SuDS should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue;
- New development should front onto green assets and access should be granted for all groups of people;
- The proposed wildlife corridors and landscape gap could also taken into account when designing for a green network; and
- Green networks could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities.



Figure 67: Seek opportunities to create green networks within the Parish through woodlands, ditches, wildlife corridors, tree corridors and public rights of way.

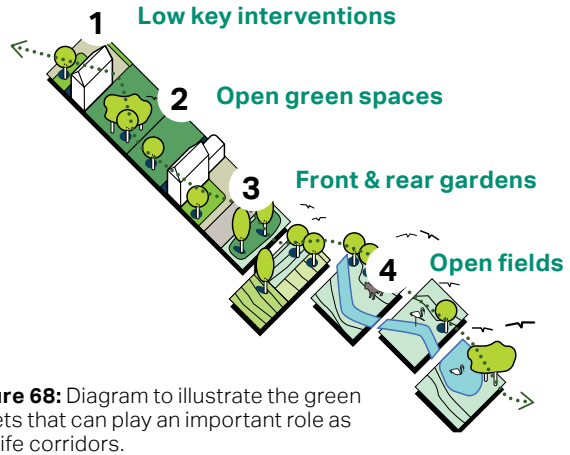


Figure 68: Diagram to illustrate the green assets that can play an important role as wildlife corridors.



Figure 69: An example of a SuDS corridor - Upton Urban Extension, Northampton.

Code.13 Biodiversity

In July 2019 Chichester District Council declared a Climate Emergency. The opportunity to avoid dangerous levels of global heating is closing and action is required swiftly at all levels from the international to the individual. Biodiversity could be highly affected and therefore new development should prioritise its enhancement through design. Some design guidelines are:

- New development should protect and enhance the existing habitats and biodiversity corridors (as identified by the Chichester District Council and shown in F.6, Wildlife corridors). In particular, help increase movement between isolated populations and provide escape cover from predators and shelter during bad weather;
- Biodiversity and woodlands should be protected and enhanced where possible. The woodland on the western side of Drayton Lane for example is home for owl and bat habitats;
- New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens or installing bird boxes or bricks in walls;
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested;
- Blue assets can also contribute to biodiversity connectivity. Therefore, the existing ditches and lakes should be considered in design proposals when planning for wildlife corridors; and
- All areas of biodiversity that require further planting/ enhancement should be planted before start of construction.



Figure 70: Example of a structure used as a frog habitat corridor located in an outdoor green space.



Figure 71: Example of a birdbox located on a grass area opposite a public footpath.

Code.14 Water management (SuDS)

Due to the presence of a good number of ditches throughout the Parish, there are areas that sit within flood risk zones. Therefore, the use of sustainable drainage systems, known as SuDS, is needed to manage water, reduce flood risk and improve water quality.

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. However, a number of overarching principles that could be applied in new development are:

- Manage surface water as close to where it originates as possible;
- 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;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often also 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;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



Figure 72: Example of swales check dam integrated with a crossing point, somewhere in UK.



Figure 73: Example of SuDS designed as a public amenity and filly integrated into the design of the public realm, Stockholm.

Code.15 Trees

New street planting helps maintain visual consistency along the public realm. It is associated with better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements such as wind and rain. Some guidelines for new development are:

- Retain the 'tree corridor' character for the western side of Shopwyke Road towards Chichester and Drayton Lane to maintain a pleasant transition from the urban built environment to the rural countryside. A dense green screening is suggested to mitigate any visual impact from the new development;
- Aim to preserve existing mature trees and hedges by incorporating them in the new landscape design;
- To ensure resilience and increase visual interest, a variety of native tree species is preferred over a single one;
- Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the livelihood of the streetscape and create visual interest and colour to their surroundings;
- Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;
- Native trees can normally be used to mark reference points and as feature elements in the streetscape;
- Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and
- The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.



Figure 74: Example of street planting along main road with green verges and open views to the surrounding countryside encouraging walking and cycling , Northwest Cambridge.



Figure 75: The green corridor along Coach Road creates a pleasant entrance to the rural countryside of the Parish.

Code.16 Open spaces

Open spaces play a vital role in creating a positive environment. These are places fostering community and gathering, thus creating lively places in neighbourhoods. Therefore, new development should prioritise the design of open spaces and some design guidelines are:

- The location of new open spaces within new development should be decided based on the location of the existing ones considering the needs of the existing population too;
- All recreational spaces should be designed to link up with each other and also link up with existing adjoining sites, e.g. Shopwyke Lakes and Redrow, taking particular note of enhancing green fingers and non-linear development;
- Substantial recreational space should be provided to include woodland walks, lake walks, sport pitches and play areas;
- Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;
- Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots; and
- The materials and style of any street furniture in the open spaces should be consistent throughout the Parish and aim to proudly represent the local character.



Figure 76: Local positive example of an open space overlooked by properties including a small pond, flowers and vegetation, Drewitts Mews.



Figure 77: Example of good quality street furniture that accommodate the open green space offering places for gathering and resting.



Figure 78: Properties overlooking a public open space which is equipped with grass areas, large green trees and street furniture, Poundbury.

Code.17 Development layout

Any new development within the Parish should preserve its rural qualities and close relationship with the countryside, while also respecting the existing building layouts and patterns of growth. Therefore, some design guidelines are:

- New development should create a smooth transition, in terms of density and vegetation, from urban Chichester City towards rural Oving village and surrounding hamlets;
- Physical boundaries such as hedgerows, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each development group;
- New development should propose routes laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide onward pedestrian links;
- Perimeter blocks must be employed consistently throughout the new developments in Oving. Their sizes and shapes should respond to the uses, existing landscape features, topography and residential density. Mews and courtyards should be used within large blocks to create interesting and efficient arrangements;
- New developments must demonstrate an understanding of the scale, building orientation, enclosure, and façade rhythm of the neighbourhing hamlets to respect their character;
- New development should create good street rhythm by addressing the roofscape and keeping regular plot widths;
- Properties should maintain a proper distance between building face to building face at the rear of dwellings to provide residential privacy. Garden sizes should reflect the local context;
- The layout of new development should optimise the benefits of daylighting, through the use of solar panels, and passive solar gains, through building orientation, as this can significantly reduce energy consumption; and
- New developments should have regard to the future climate change implications.



Figure 79: Example of a perimeter block where back to back properties are facing the street creating active frontages and optimising the use of rear gardens, Chichester.

Code.18 Building heights

There is a low housing density in the Parish reinforcing the rural character of the hamlets. More specifically, properties tend to be 1- or 2-storeys high with decent-sized rear gardens. The rooflines are irregular and either continuous, where there are clusters of houses, or they get interrupted with nature, where gaps between buildings are generous. Chimneys decorating the roof also interrupt the roofline offering a visual interest. Maintaining a consistent roofline within Oving Parish is important to allow for long-distance views towards the surrounding countryside and respect the existing context.

Therefore, some design guidelines are:

- Any residential development to the north-western end of Oving should propose rooflines that reflect and respect the existing urban/rural location of Shopwyke;
- New residential development should propose maximum height of 2.5 storeys reducing to 2 storeys towards the east. In addition, 3-storey flats could also be suggested to the north-western part of the parish to allow for higher dwellings numbers overall;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process;
- Consideration should be given to more tightly defining the extend of 2.5 and 3-storey buildings. There can be a range of what the right heights of 2,2.5 and 3-storey buildings might be. Also, the proportion and location of single storey buildings needs to be strategically located; and
- Roof shapes and pitches must employ a restrained palette on a given building; overly complex roofs must be avoided.



Figure 80: Local example of continuous roofline, of 2-storey buildings, interrupted by chimneys.





Figure 81: Local examples of roof materials that could be used in new development, e.g. grey slate and clay peg tiles.

Code.19 Density

The concept of density is important to planning and design as it affects the vitality and viability of the place. The density within the Parish is quite low which is justified by its rural character. Therefore, some guidelines for new development are needed to ensure that the existing housing density numbers are respected.

- Slightly higher densities could be proposed around key movement intersections or along main roads closer to Chichester City. In addition, higher densities could support the viability of potential local services and facilities in the Parish. However, the overall development should not be denser than Shopwyke Lakes;
- Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village and hamlets;
- Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside;
- Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development; and
- Small scale development and in-fills are encouraged, because they follow the scale and pattern of existing grain and streets and therefore, retain the character of the area. In particular, design guidelines for those two scenarios can be found in Code 4.



Figure 82: Local example of a low density hamlet with generous gaps between properties and good-sized rear gardens, Shopwyke.



Figure 83: Example of a higher density urban settlement with reduced green spaces and gaps between properties, whilst the size of rear gardens is smaller, Chichester city.

Code.20 Housing mix

The aspiration for the Parish is to create a strong rural economy based on farming, horticulture, services and other types of business with infrastructure to support education, health, commerce and entertainment. Therefore, a mix of new housing is proposed to attract a wide group of people. Some design guidelines for new development are:

- New development should proposed a mix of housing to include a range of house types and sizes, both developer and self built, to allow for a variety of options and bring balance to the population profile;
- Affordable housing should be a priority in new development and its quality and architectural design should be of high standards to complement the local vernacular; and
- Any provision for pitches for gypsies, travelers and traveling show peoples is welcomed, however, it should be well integrated into the built environment with pedestrian connections offering links to the rest of the development, surrounding facilities and important destinations.



Figure 84: Semi-detached buildings along St Andrew's Close.



Figure 85: Detached houses along the High Street.



Figure 86: Single storey houses along Church Lane.



Figure 87: Apartments along main road bordered with trees and grass verges, Cambridge.

Code.21 Continuity and enclosure

Focal points and public spaces in new development should be designed in good proportions and delineated with clarity. Clearly defined spaces help create an appropriate sense of enclosure - the relationship between a given space (lane, street, square) and the vertical boundary elements at its edges (buildings, walls, trees).

Some design guidelines that should be considered for achieving satisfactory sense of enclosure are:

- When designing building setbacks, there must be an appropriate ratio between the width of the street and the building height;
- Buildings should be designed to turn corners and create attractive start and end points of a new street or frontage;
- Generally, building façades should front onto streets. Variation to the building line can be introduced to create a more informal character;
- In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights, and façade depth should be considered during the design process to create an attractive streetscape and break the monotony of the street wall; and
- Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.



Figure 88: The relationship between the buildings, the trees and width of the footway creates a sense of enclosure for the pedestrians, Poundbury.

Code.22 Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to understand, therefore likely to both function well and be pleasant to live in or visit. It is easier for people to orient themselves when the routes are direct and visual landmarks clearly emphasise the hierarchy of the place. Some design guidelines are:

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;
- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation. For that reason, the architectural style of those buildings could be slightly differentiated from the rest to help them stand out;
- Landmark elements could also be a public art, historic signage totem or even an old and sizeable tree;
- New signage design should be easy to read. Elements likes languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;
- Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more; and
- Signage could be strategically located along walking and cycling routes to signalise location of local and heritage assets and raise people's awareness.



Figure 89: Example of signage that could be integrated along footpaths to navigate people towards important destinations, like Oving village and other hamlets, as well as provide information about habitats and other species in the area.

- Provision for people with visual impairment, for instance tactile paving or tactile lettering on signs.



Figure 90: Example of signage posts within the urban fabric to help navigate people, Diss.



Figure 91: Example of tactile paving to facilitate movement for people with visual impairment.

Code.23 Boundary lines, boundary treatments and corner treatment

Together with the creation of potential local landmarks, three more crucial aspects of a successful streetscape and urban form is the issue of corners, boundary lines and boundary treatments. Therefore, the following guidelines should be applied in new development.

- Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the Parish such as local bricks and tiles;
- In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment;
- If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a wayfinding cue;
- The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride;
- All the façades overlooking the street or public space should be treated as primary façades; and
- Road layouts should be designed to slow traffic and advantage pedestrians over vehicles.



Figure 92: Slight meandering residential road with green elements to improve the aesthetics of the environment, York.



Figure 93: Positive example of a meandering edge lane where properties with well vegetated front gardens overlook the adjacent open space, Newquay.

Code.24 Materials and architectural details

Oving Parish has a wide variety of architectural styles and details that can act as references for new development. In particular, the most notable building material within Oving village Conservation Area is knapped or boulder flint, often with galleting to the joints. In addition, important stones, like limestone, used on St Andrew's Church as well as on window and door surrounds, or sandstone which features occasionally on boundary walls. Otherwise, local clay has provided the raw material for bricks, clay roof tiles and chimney pots, found in many building structures around the Parish.

Some design guidelines for new development are:

- Architectural design shall reflect high quality local design references in both the natural and built environment; and
- Any new development should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Roofing



Grey slate tiles



Handmade clay peg tiles



Thatched roof (made from straw)

Walling & building facades



Flint work with flint chipping (galleting) to the joints



Knapped flint



Half timber framing and half flints combined with red bricks



Low height flint and brick wall



Render



Whole beach peddles set in lime mortar, with red brick

Windows



Casement windows



Sash window



Dark brown frame on casement & cottage style window



Arched shape widnow

Front doors (timber and painted)









Code.25 Hard landscaping, materials and street furniture

Streets are the most important components of public space and these are referenced in the hierarchy of movement section.

Paved areas are a major element within most developments and their design has a significant impact on the overall appearance, quality and success of a scheme. Care must be taken when choosing appropriate materials and when detailing paved areas as part of the overall design.

High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there is an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme. If laying patterns used random bond, broken bond, gauged width, and the European fan should be preferred .

Some overall design guidelines on good quality of public realm are:

- The public realm should provide high quality paving sensitive to the surrounding context using sustainable and durable materials;
- Permeable paving is encouraged to contribute to rain water infiltration;
- Street trees and grass verges, where appropriate, should be integrated into the design of the public realm;
- Street furniture should be added in the public realm only if they serve a purpose, whilst unnecessary features should be avoided; and
- Large unbroken areas of a particular surface material should be avoided, especially tarmac. Areas can be made distinctive by using materials of a similar colour but with different textures.



Figure 94: Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.

Code.26 Street lighting

Artificial light provides valuable benefits and it makes areas feel more welcoming on a night-time. However, in rural areas, like Oving Parish, street lighting needs to be sensitive to the surroundings and issues of light pollution must be avoided. The 'dark skies' character of the countryside should be protected since it benefits both people and wildlife.

Therefore, any new development should minimise impact of lighting within the hamlets 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:

- Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects;
- Foot/cycle path light should be in harmony with surrounding rural landscape. Lightings, such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced;
- Choice of lighting should be energy-efficient and sustainable. The installation of motion sensors on the lights should be encouraged; and
- Any new developments and house extensions designs should encourage to use natural light sources.



Figure 95: Example of a foot/cycle path which is lit by solar cat's-eye providing some light for pedestrian and cyclists without creating any disturbance to the nearby properties or unacceptable levels of light pollution.

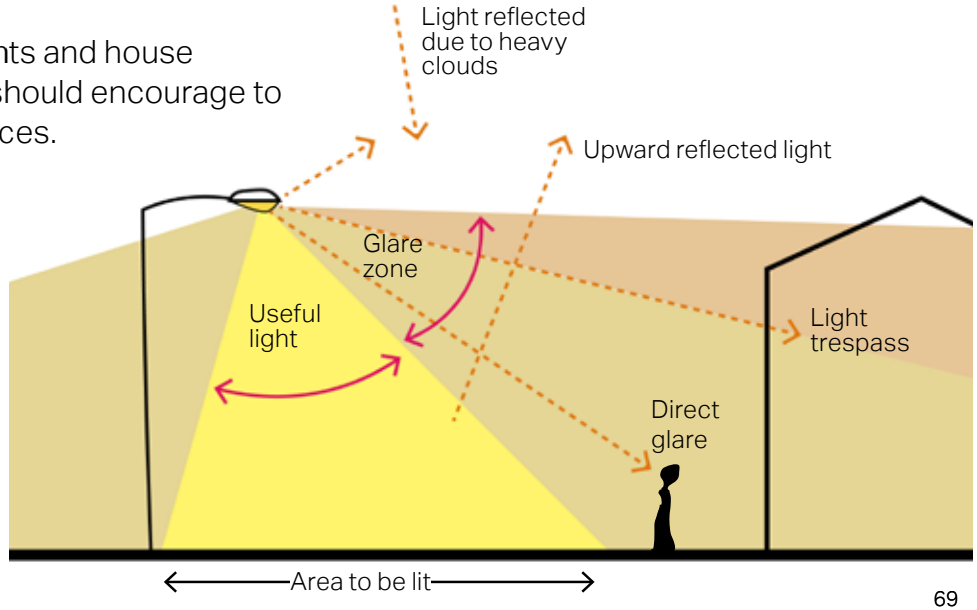


Figure 96: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

Design Codes on sustainability for new developments in Oving Parish

Oving Parish aspires to become a carbon neutral example in the next years. The codes 27-32, include some design guidelines that could have a positive impact to the environment.

In general, sustainability principles should accord with the latest national and local guidances as well as the Kent Design Guide Appendix C: Sustainability[1].

Code.27 Minimising energy use

Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK. The government has set rigorous targets for the reduction of CO2 emissions and minimising fossil fuel energy use.

There is a good number of energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to futureproof buildings and avoid the necessity of retrofitting.

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.

F.98 features an array of sustainable design features. Those on the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset.

Code.28 Lifetime and adaptability

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/ contracting families who may be dependent on nearby friends and family for emotional and physical support.



Figure 97: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.



Figure 98: Positive example of implementing solar panels since the design stage.

1. https://www.kent.gov.uk/__data/assets/pdf_file/0009/13005/Making-it-Happen-C1-Sustainable-solutions.pdf

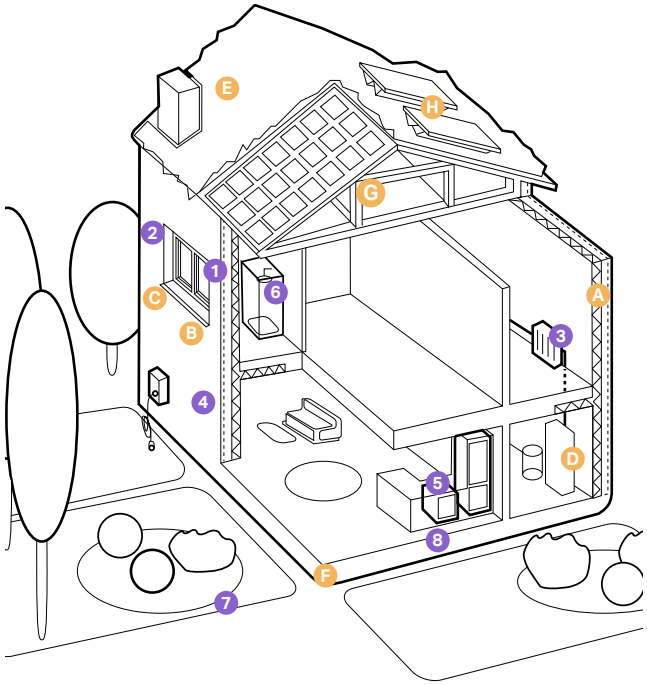


Figure 99: Diagram showing low-carbon homes in both existing and new build conditions.

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

Additional features for 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, rainwater harvesting 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 panel**

Code.29 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;
- Identify materials used in high volumes; and
- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.

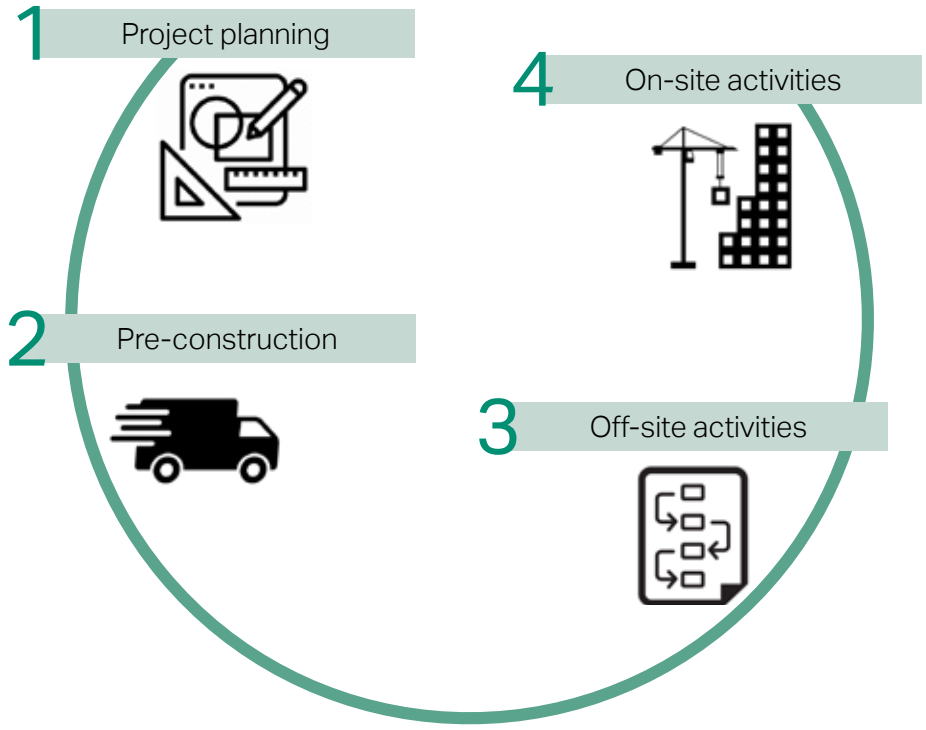


Figure 100: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

Code.30 Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.

Code.31 Reducing car use

- Developments which do not require the use of a car to reach local facilities or enjoy a high quality of life will help reduce traffic, pollution, road accidents and environmental impact for all the community. They will also encourage healthy activities such as walking and cycling and enable more social interaction and neighbourliness; and
- If developments incorporate local shops and facilities, are close to public transport, and include attractive, safe pedestrian and cycling routes, this will help reduce car usage without reducing car accessibility or car ownership. It will also enable a high quality of life for those least likely to own a car – the very young and the very old.

Code.32 Electric vehicle charging points

Oving 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.



Figure 101: Example of on-street electric vehicle charging points.



Figure 102: Example of electric vehicle charging points in a parking court.

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 103: Example of off-street electric vehicle charging points.

Code.33 Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well integrate water storage systems are:

- Consider any solution prior to design to appropriately integrate them into the vision;
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes; and
- Combine landscape/planters with water capture systems.



Figure 104: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.



Figure 105: Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

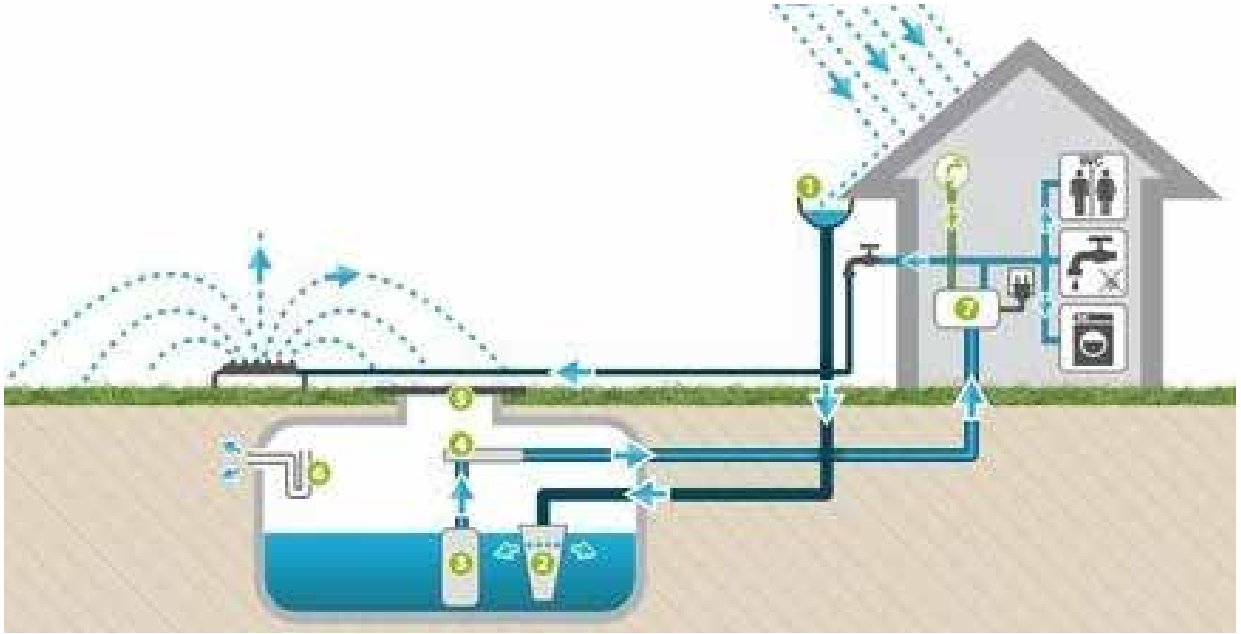


Figure 106: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

Code.34 Permeable paving

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 paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

- 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; and
- Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

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

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems[1].
- The SuDS Manual (C753)[2].
- Guidance on the Permeable Surfacing of Front Gardens[3].

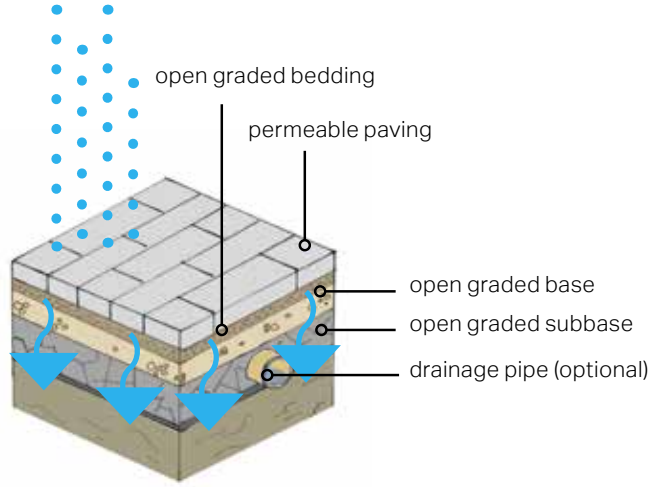


Figure 107: Diagram illustrating the function of a soak away.



Figure 108: Example of a permeable paving.

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. 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

3.2 Checklist

Because 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, several questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

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

2

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?

3 (continues)

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?
- 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?

3

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- 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)?

4

Gateway and access features:

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

5 (continues)

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?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

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 either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

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

9

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?

9

Building materials & surface treatment:

- 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?


Delivery
04

4. Delivery

The Design Guidelines & Codes will be a valuable tool in securing context-driven, high quality development in Oving. 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.

Table 01: delivery

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