

Bramshott and Liphook

Design guidance and codes

Final Report

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Quality information

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

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Introduction

01

1. Introduction

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

1.1 About this report

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

1.2 Aims and objectives

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



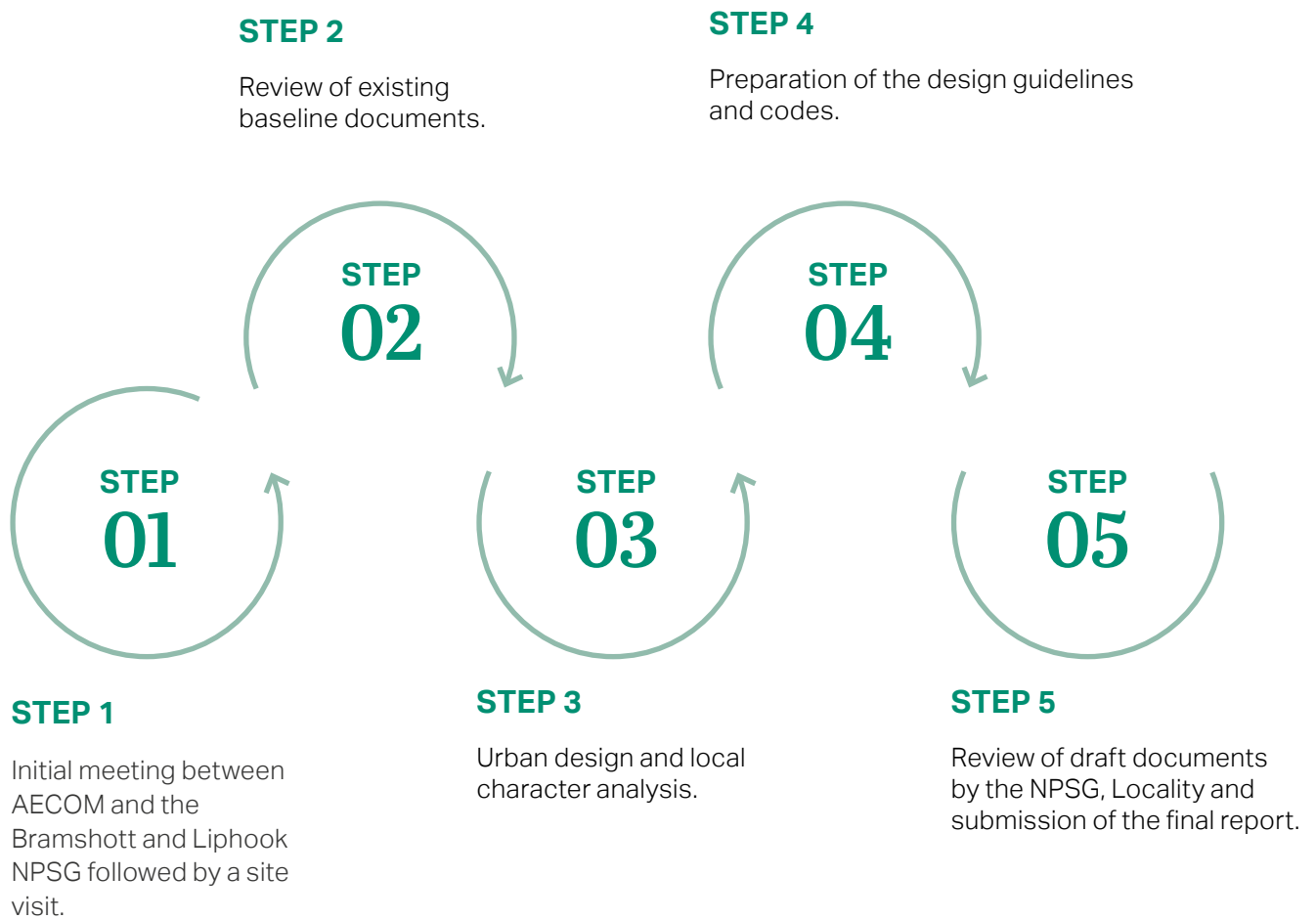
Figure 01: Example of restaurant and takeaway uses in the town centre

Figure 02: Historic railway bridge at the station

Figure 03: St Mary's Church in Bramshott

1.3 Process

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



1.4 Area of study

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

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

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

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

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

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



Figure 04: Liphook town centre street scene.

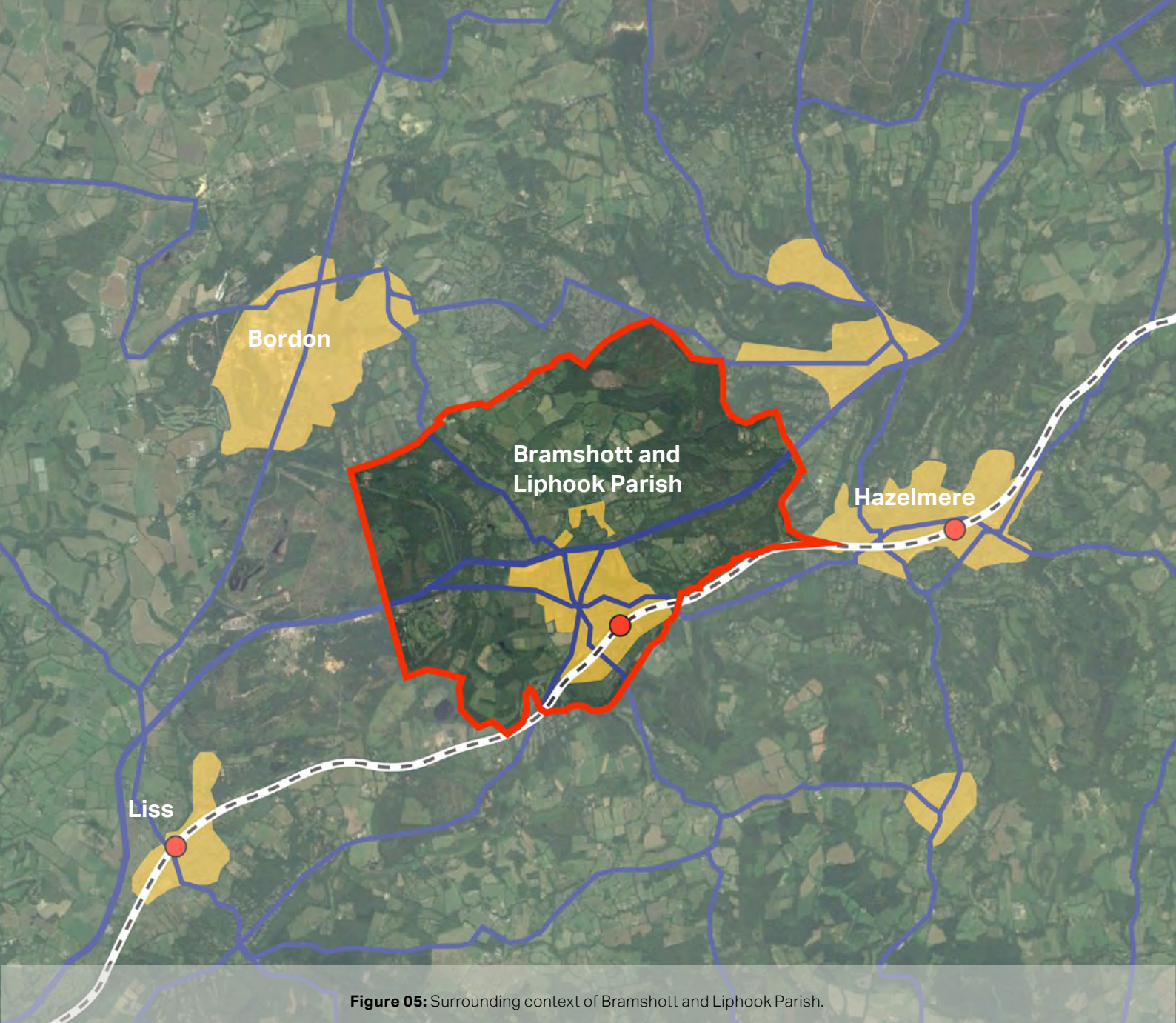


Figure 05: Surrounding context of Bramshott and Liphook Parish.

KEY

-  Boundary
-  Main Roads
-  National Railway
-  Railway Station



Figure 06: Typical shop in the village centre.



Figure 07: Residential scene in the Parish.



Figure 08: Listed building located in Southeast Liphook.

A photograph of a residential street scene. In the foreground, there is a green lawn with a wooden post. In the background, there are brick houses and a large tree. A large green circular overlay is centered on the image, containing the text 'Policy and evidence-based review' and the number '02'.

Policy and evidence-based
review

02

2. Policy Context

2.1 Introduction

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

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

2021 - National Planning Policy Framework

Department for Levelling Up, Housing and Communities (DLUHC)

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

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

2021 - National Model Design Code DLUHC

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

2020 - Building for a Healthy Life Homes England

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

2021 - National Design Guide DLUHC

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

Local planning policy context

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

2016 - East Hampshire Local Plan - Joint Core Strategy

East Hampshire District Council (EHDC)

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

2019 - Distinctively Local

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

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

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

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

Building with Nature - Standards Framework

Building with Nature

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

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

A photograph of a two-story brick house with a dark tiled roof and a chimney. A large green circular overlay is centered on the house, containing white text. The house has a front garden with a stone wall, a path, and various plants. A tall antenna is visible on the roof.

Neighbourhood Area
context analysis

03

3. Neighbourhood Area Context Analysis

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

3.1 Surrounding context

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

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

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



Figure 09: Park in Liphook.

Figure 10: Historic pub in Liphook.

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

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

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

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



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



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

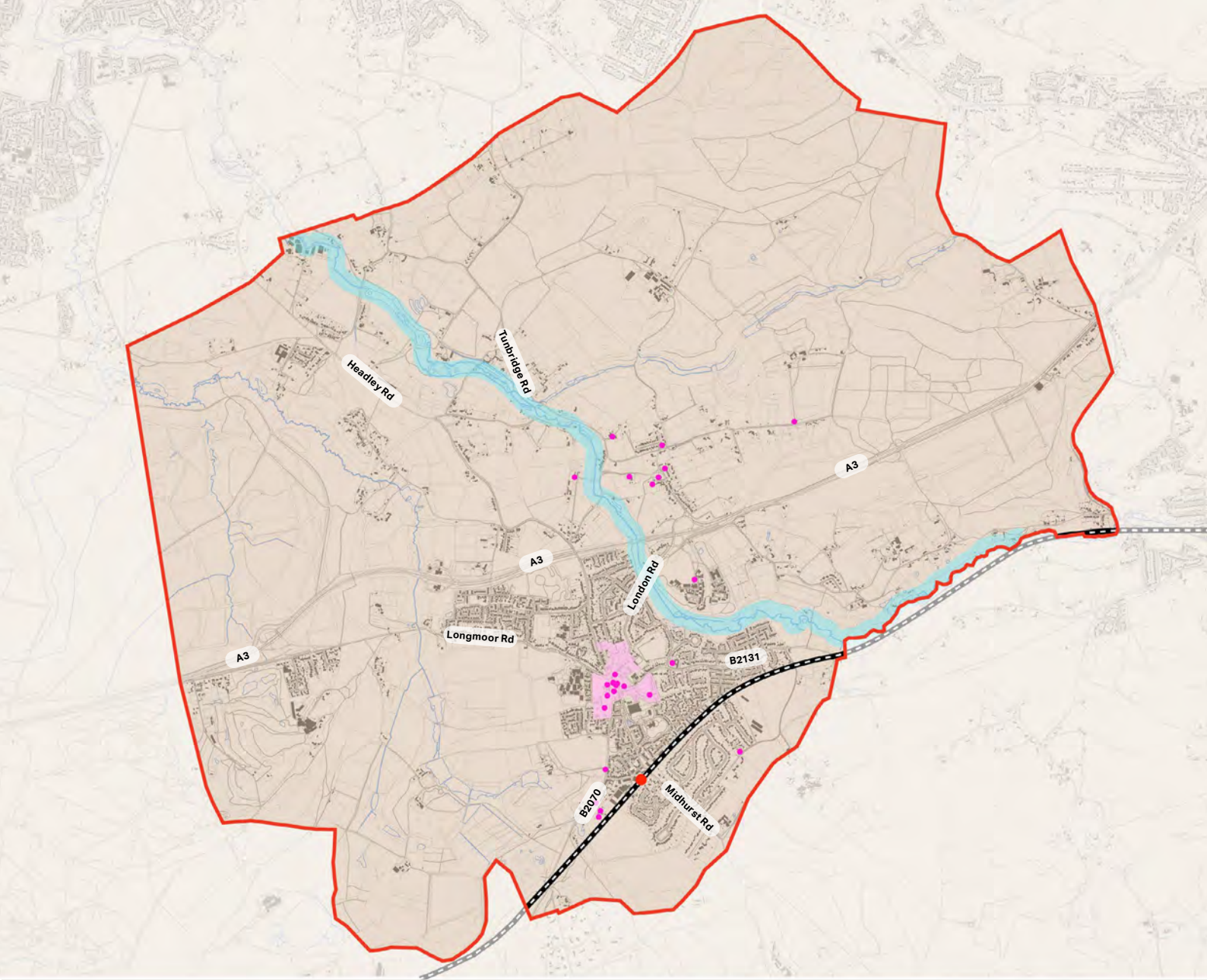


Figure 14: Surrounding context and historic assets of Bramshott and Liphook Parish.

KEY

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



Figure 15: St Mary's Church.



Figure 16: The gatehouse at Bramshott Place in Liphook.



Figure 17: Listed building located in Southeast Liphook.

3.2 Movement networks

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

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

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



Figure 18: Liphook Railway Station.

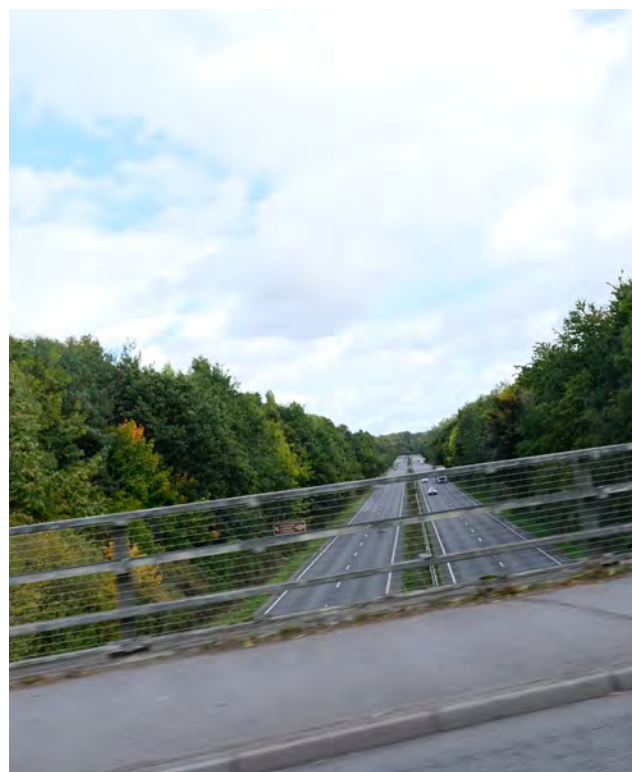


Figure 19: The view from the bridge over the A3.

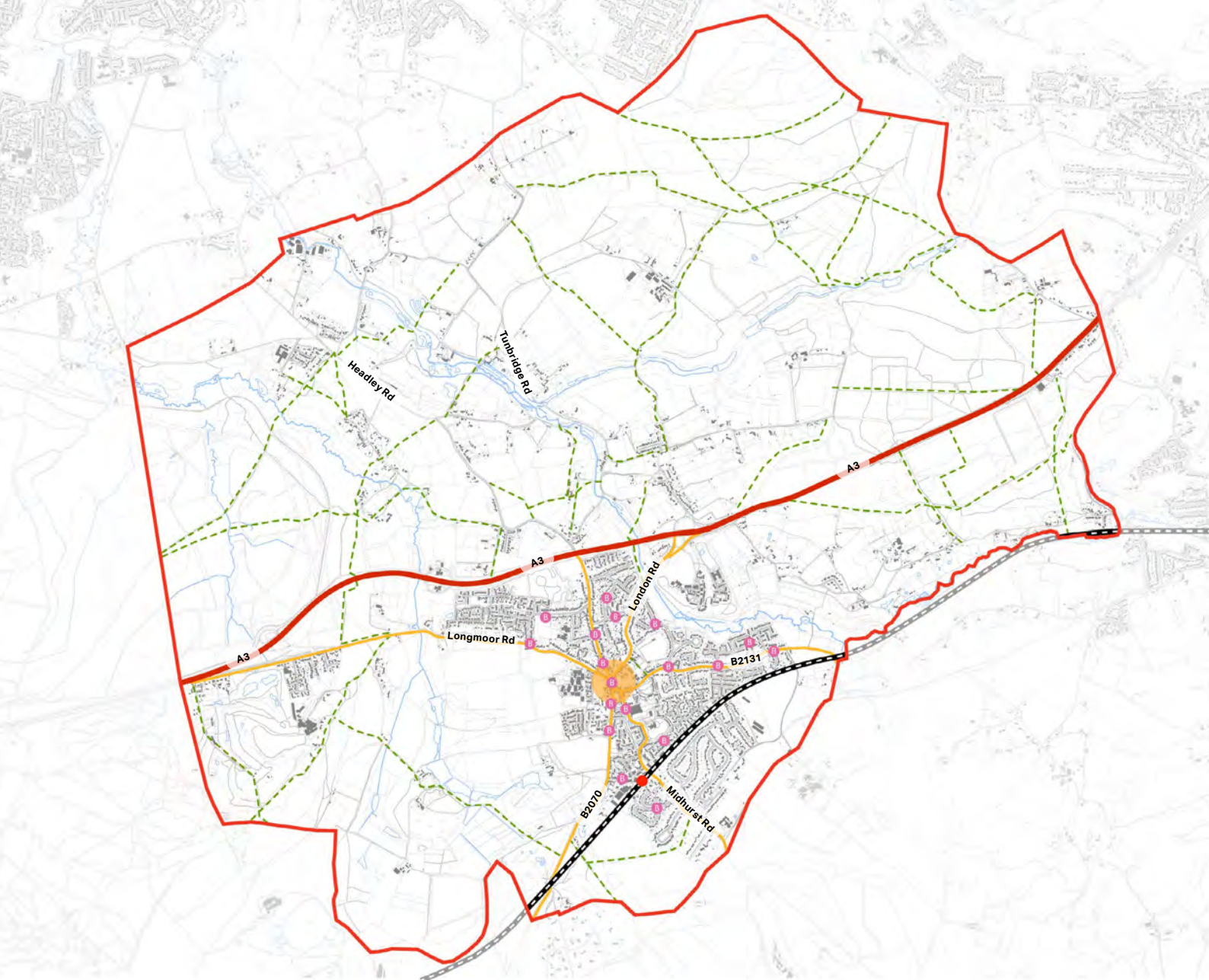


Figure 20: Surrounding context of the Parish, including main roads and the railway line to the south.



KEY









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



Figure 21: Central node within Liphook.



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



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

3.3 Landscape and open space

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

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

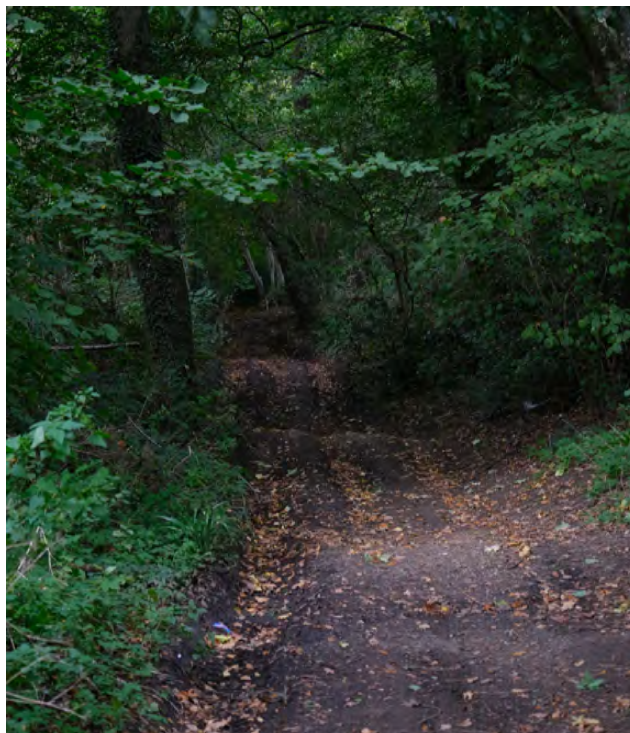


Figure 24: Ancient woodland within the Parish.

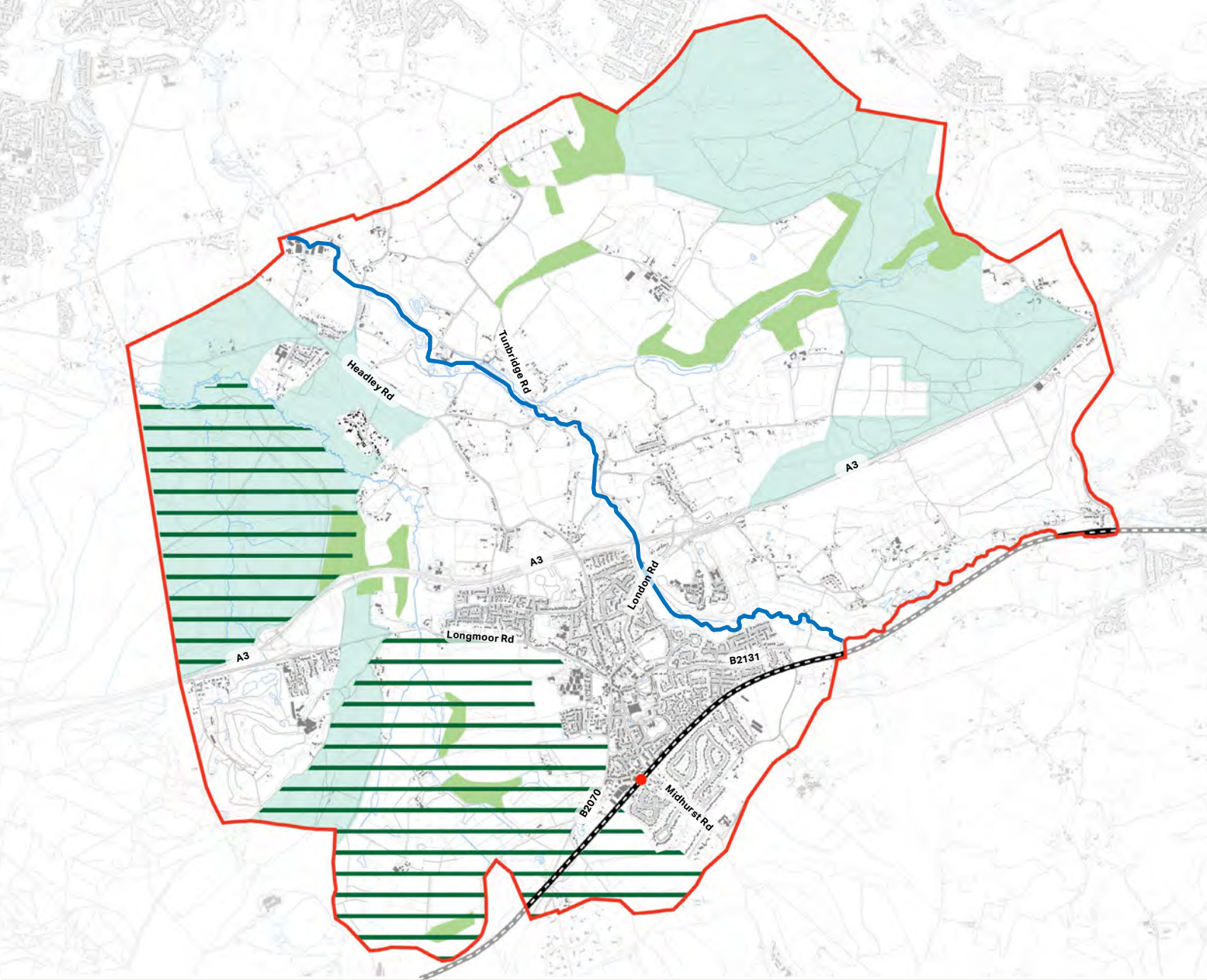
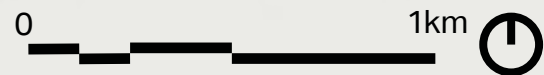


Figure 25: Green infrastructure within Bramshott and Liphook Parish.



KEY

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



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



Figure 27: Ancient woodland with mature trees.



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

3.4 Topography and flood risk

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

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



Figure 29: The River Wey from Radford Park.

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

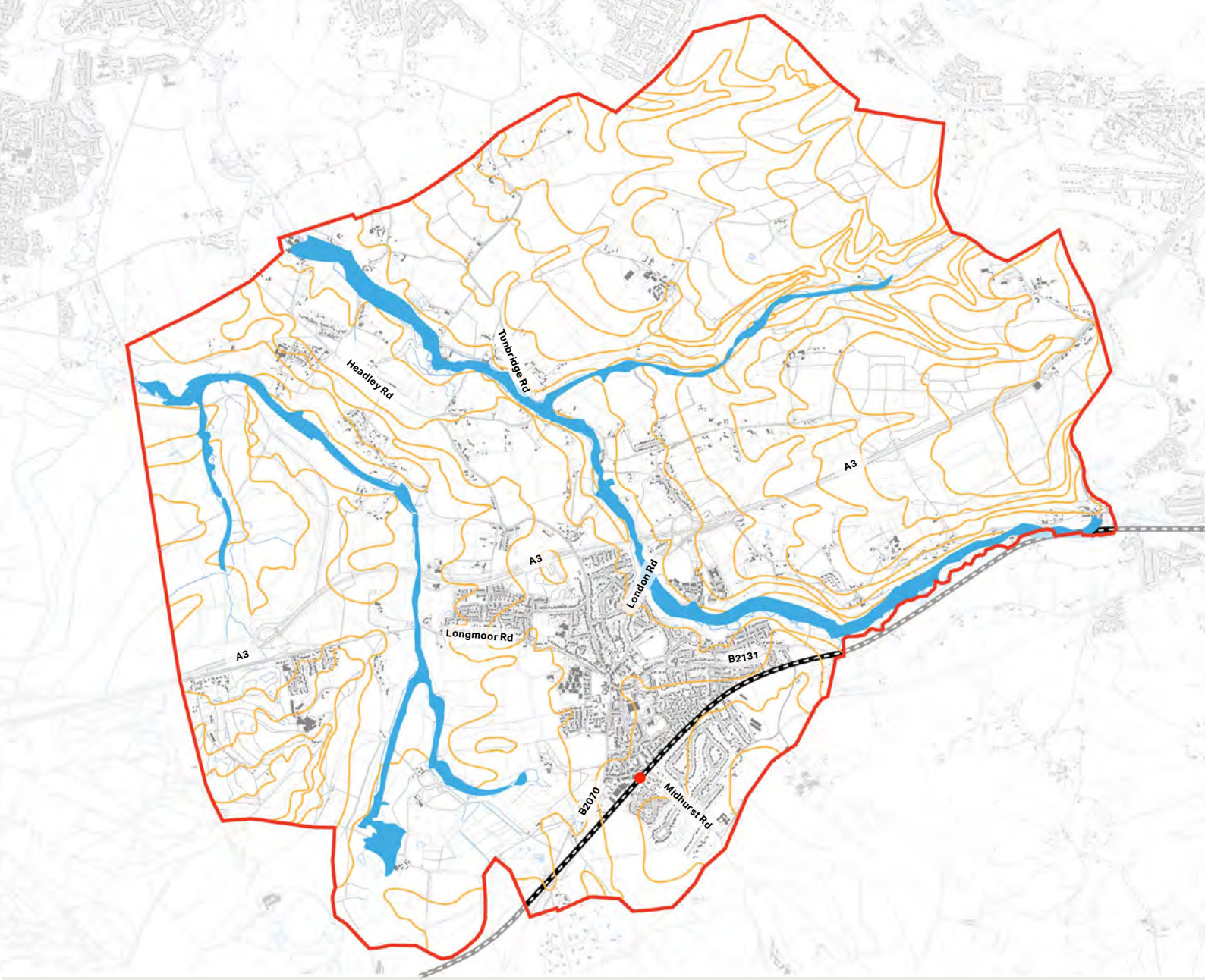


Figure 31: Green infrastructure within Bramshott and Liphook Parish.



KEY

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

3.5 Bramshott and Liphook Character

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

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

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



Figure 32: The Royal Anchor



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



Figure 34: Typical rural street scene in Bramshott.



Figure 35: Open plan suburban road in Liphook.



Opportunities

04

OPEN DAY

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

4.1 Introduction

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

4.2 Historic assets

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



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



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



Figure 38: Street scene within the Conservation Area.

4.3 Access, movement and sustainable transport

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



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



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

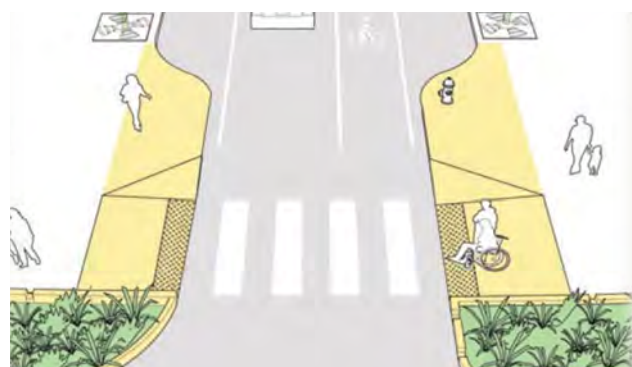


Figure 41: Shorter pedestrian crossings to encourage car to reduce speed (Source: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/gateway/>)



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



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



Figure 44: Town branded street furniture.

4.4 Public spaces

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



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



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



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



Figure 49: Raised planters with integrated seating.



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

4.5 Green network


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



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



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



Design guidance and
codes

05

5. Design guidance & codes

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

5.1 Introduction

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

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

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

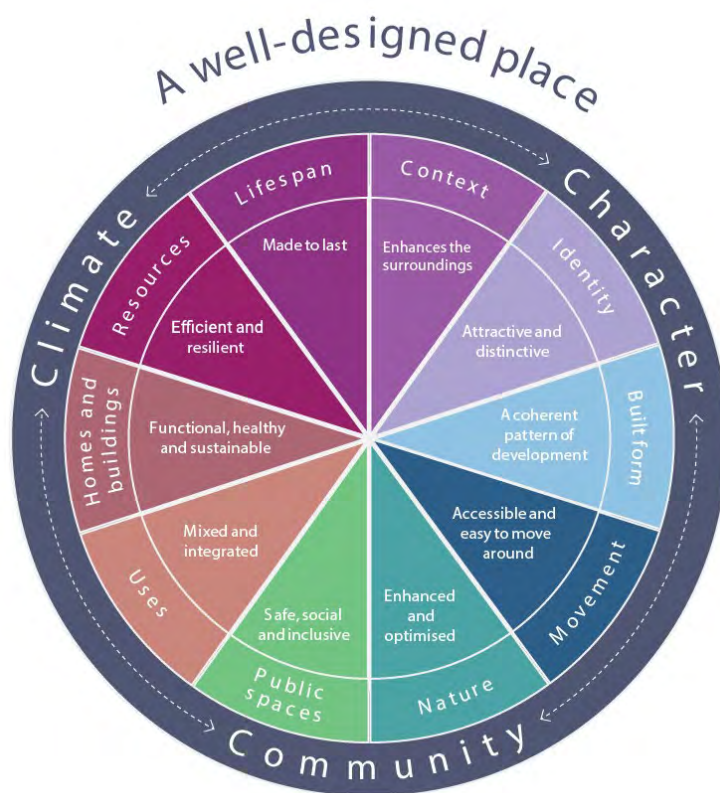


Figure 52: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

5.1.1 The importance of good design

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

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

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

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

5.1.2 Placemaking and design codes

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

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

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

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

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

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

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

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

5.1.3 Structure of the design codes

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

5.2 General design guidance and codes

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

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

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

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

SL. Settlement layout

Linked NP policies: BL1, BL3

SL 01 PATTERNS OF DEVELOPMENT

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

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include trees, hedgerows, wooden fences, red brick walls or stone walls that are typical of the Parish to increase the sense of enclosure and linear form;
- Linear pattern settlement almost always orientates inwards towards the main

road and turns its back towards the landscape to the rear. Building frontages should reinforce the linearity of the street, where possible;

- Boundary treatments can vary, from low walls to soft landscaped edges on the periphery of the settlement. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside should be avoided. Where the boundary faces the countryside, hedgerows should be used in alignment with the South Downs Local Plan Design Guide; and
- Roads should be planned to be contained with proposed development to prevent urbanising outskirts of settlement. Provision for future connections must be considered.



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



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

Linked NP policies: BL4, BL3, BL10, BL11

SL 02 LAYOUT OF BUILDINGS

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

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

by adopting similar characteristics;

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

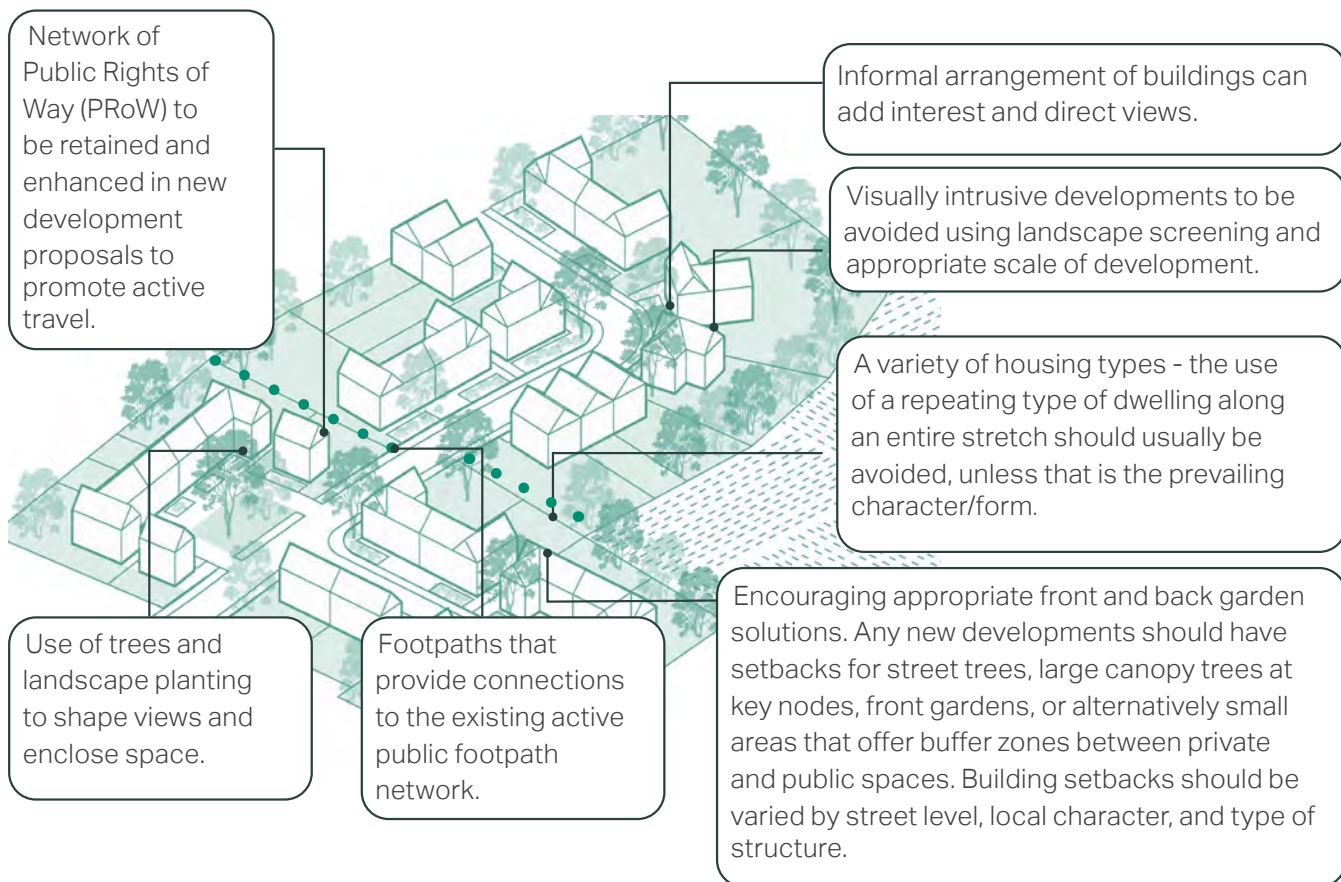


Figure 55: Diagram showing the layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character.

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



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



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



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

Development affecting the Conservation Areas and listed assets

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

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



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



Figure 60: Local listed building within the Parish.

SP. Street and Parking

Linked NP policies: BL4, BL10

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

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

SP 01 ACTIVE TRAVEL

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

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

development;

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



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



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

CYCLING PARKING SOLUTIONS

Houses without garages

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

Houses with garages

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

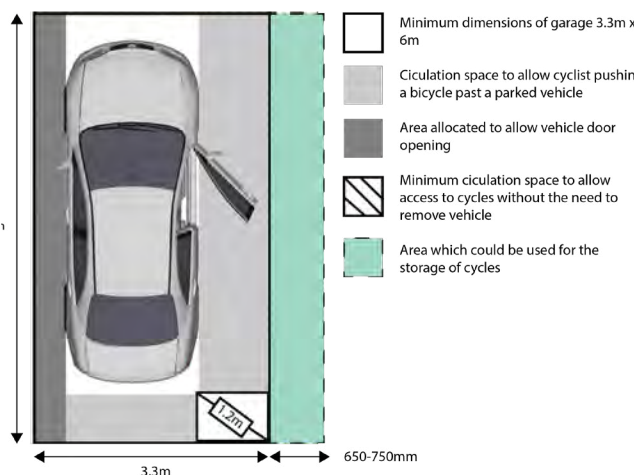


Figure 63: Minimum dimensions for garages including space for cycle storage (based on diagrams in Cambridge Cycle Parking Guide).

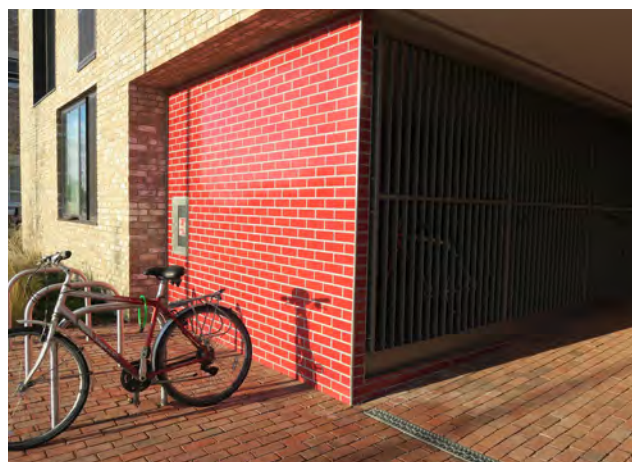


Figure 64: Example of cycle parking for houses without garages, Cambridge.

Linked NP policies: BL12

SP 02 CAR PARKING SOLUTIONS

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

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



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



Figure 66: Example of a parking court in Liphook.



Figure 67: Example of a parking court in Liphook.

On-Street Parking

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

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

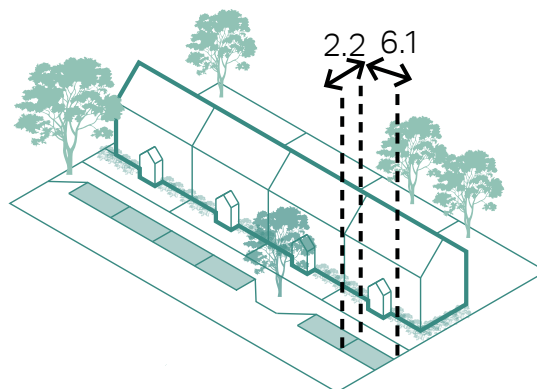


Figure 68: Positive example of on-street car parking from the Distinctively Local Report: <http://distinctively-local.co.uk/storage/app/media/case-studies.pdf>

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

On-Plot Side or Front Parking

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

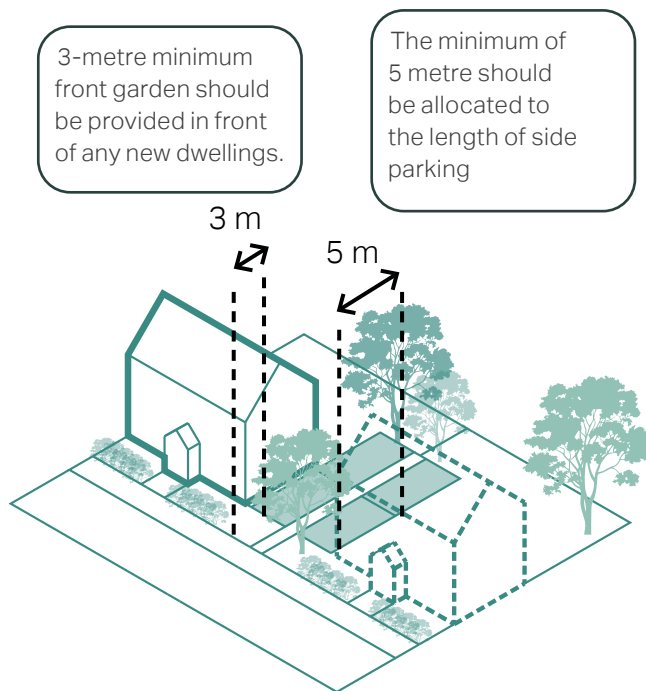


Figure 70: Illustrative diagram showing an indicative layout of on-plot side parking

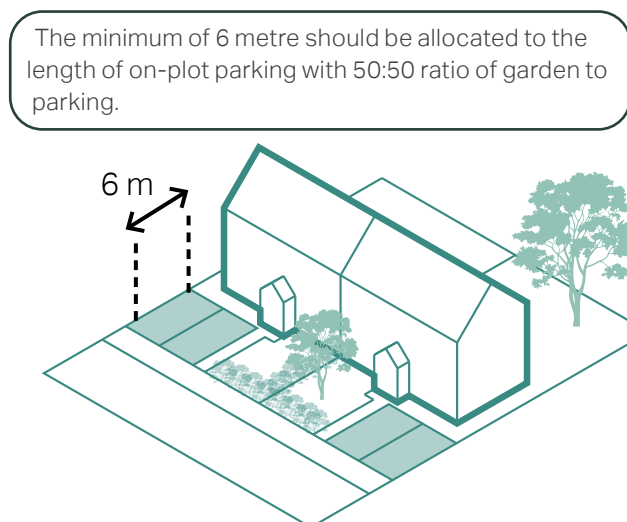


Figure 71: Illustrative diagram showing an indicative layout of on-plot front parking



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



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

Garage Parking

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



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



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

Parking courtyard

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

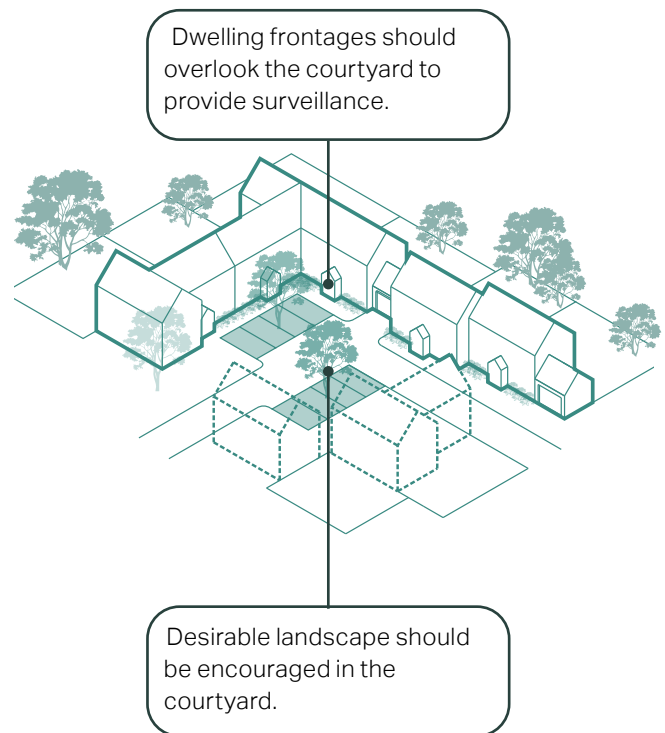


Figure 76: Illustrative diagram showing an indicative layout of parking courtyards.

Linked NP policies: BL4, BL5, BL6, BL14

SP 03 SAFEGUARD TREES AND LANDSCAPING ON STREETS

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

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



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

Planting standard

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

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

Delivery;¹

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

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

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

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

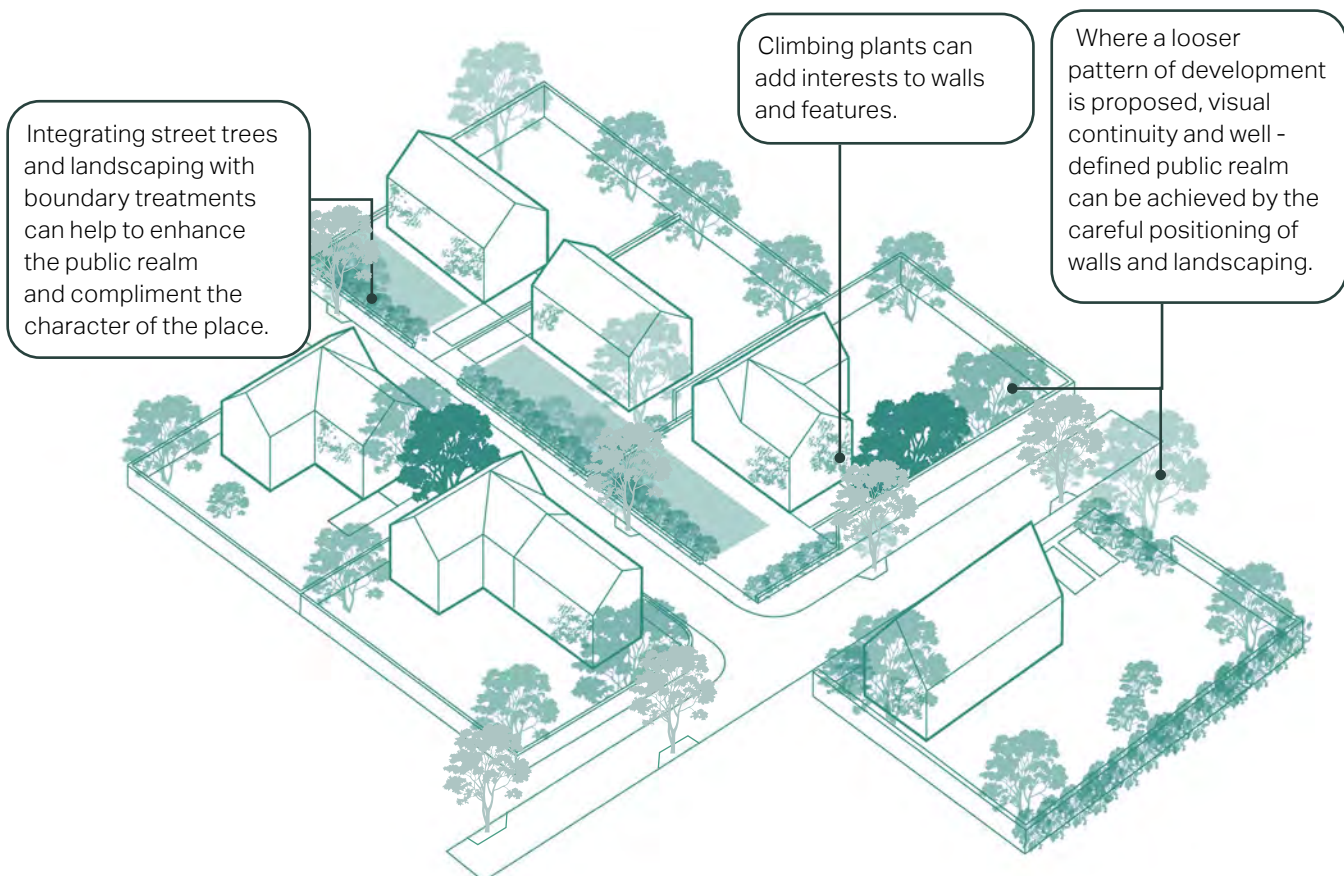


Figure 78: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure.

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

Give spatial enclosure, provide screening and privacy

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

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

Complement public realm and enhance built environment and local identity

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

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

Form focal points and frame views

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

Sunken Lanes

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

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

¹ British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=00000000030219672>



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